

UTAH INVESTIGATORS VEHICLE CRASH REPORT INSTRUCTION MANUAL



DI-9 IMPLEMENTATION MANUAL
FOR USE BY ALL
UTAH LAW ENFORCEMENT AGENCIES

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There are many individuals and agencies who participated in the process of creating a new Model Minimum Uniform Crash Criteria (MMUCC)-compliant driver investigation form (DI-9) for the state of Utah.

The TRCC ad hoc committee, fondly known as the MMUCC/DI-9 committee, spent well over 2100 hours going through the DI-9 form and making recommendations. The committee includes: Roland Stanger (MMUCC expert), Federal Highway Safety Administration (FHWA); Rob Clayton, John

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Most of all, my sincere thanks to the hundreds of men and women who protect and serve the people of Utah. It is for them, that the DI-9 became more than just a form. The DI-9 represents people and families whose lives are affected by the outcomes of crashes. Utah law enforcement officers work together with engineers, agencies, and law makers to provide accurate crash information, so we can all work to make our roadways safer and ultimately save lives.

FOREWARD

The Utah Department of Transportation's automated Centralized Accident Records System (CARS) was developed with the primary goal of reducing the number and severity of motor vehicle crashes in the State of Utah. Every law enforcement officer who investigates crashes will be instrumental in reaching this goal.

Much has been written about the need for better crash reporting. These reports are the key to successfully relating crashes to highway locations and physical features of the highway.

The adequacy of any crash records system is dependent on the role of the enforcement agencies. **A high standard of reporting is required for accurate crash records.** Crash records systems must rely on the full participation of state, county and local enforcement units.

This manual is designed to assist all law enforcement officers in preparing complete and accurate traffic crash reports. The primary objective of this manual is to encourage statewide uniformity in reporting motor vehicle crashes in order to obtain accurate and adequate accounts of all reportable traffic crashes on all roadway systems in the State of Utah. It does not contain all the answers in every situation, but serves as a guide to assist officers in filling out the report of motor vehicle crashes.

Motor vehicle crash reports provide the foundation for an effective traffic safety program. They provide the basic information needed to:

- Determine the magnitude and nature of the vehicle crash problem on a local and statewide scale
- Identify changes and trends in the magnitude and nature of vehicle crashes
- Detect high or potentially high crash locations
- Detect behavioral, health, or other factors contributing to crashes
- Evaluate the effectiveness of vehicle crash countermeasures.

Good crash reporting is an essential part of the foundation for any effective traffic safety program. Crash prevention programs must be based on accurate collections and competent analysis of facts. This task can challenge all of your skills as an investigator. The information is only as good as the reports from which the information is acquired. With increased emphasis on uses of vehicle crash reports you can be sure that your efforts toward good reporting will have a noticeable and lasting effect on the overall quality of the crash data system.

This instructional manual is designed to show, step by step, guidelines for what information is desired on the report form and why it is necessary. Familiarity with the manual's content will save you time and effort at the crash scene and will help you to complete an acceptable and essential report.

USES OF THE CRASH REPORTS

The value of an investigation can only be measured by the ability of an officer to inquire systematically into the crash to find out how and why the crash happened. An officer must have the

ability to report findings on the crash form so that the Law Enforcement Agency, Utah Department of Transportation (UDOT), Drivers License Division (DLD), the Utah Traffic Safety Office, Department of Public Safety, the courts, and other agencies, who use the vital information gathered at a crash, may obtain all the necessary information about the crash. Reporting must answer questions about where and when the crash happened, who participated, what drivers and vehicles were doing and intending to do, what kinds of vehicles were involved, and the how and why the crash happened.

The new DI-9 provides an efficient means to record the facts and circumstances of the crash. It is designed to consolidate the officer's time and effort in obtaining and recording the facts of a crash.

Each question is important to a variety of data users listed below. Plus there are many other agencies we have not listed in detail who work on prevention, and adjudication of traffic crashes.

AAA
AARP
CODES
Department of Transportation
Driver License Division
FARS
Federal Highway Administration
Federal Motor Carrier Safety Administration
Governors Highway Safety Council
Grants for Traffic and Highway Safety Projects and Personnel
Health Department
Highway Safety Office
Intermountain Injury Control Research Center (IICRC)
Law Enforcement – local, county, and state
LOBBYISTS
MADD
Media – local, state, and national
National Highway Traffic Safety Administration
Private Citizens
SADD
University Researchers
Utah Division of Transportation
Utah Legislature

DI-9 CRASH FORM CHANGES

The DI-9 crash form was updated in 2005 to meet modern Model Minimum Uniform Crash Criteria (MMUCC) standards for crash reporting. This update to the form was long overdue, and not only will it make crash reporting easier for officers, but it will provide better data to the many organizations that utilize the crash data. There are several areas that have been changed in the new DI-9 form:

- More information is collected on crash occupants
- New primary and secondary driver contributing factors
- New latitude and longitude variables
- New section for reportable crashes
- New section for commercial vehicles
- New coding for the purpose of commercial vehicles
- New trailer information placement
- New variables for estimating speed
- Sequence of event variables have been expanded
- Most harmful event has been added
- New estimating method for damages
- New work zone code
- New workers present variable
- New system for estimating property damage
- New code for digital film
- New placement for driver/occupant injury
- New variables for safety equipment used
- New variables for airbags
- New supplemental sheet for additional occupants and witnesses
- Contributing circumstances reorganized
- Pedestrian and bicyclist info captured differently
- New seating position chart
- New ejection path codes
- Commercial vehicle design is simplified

GENERAL INSTRUCTIONS

1. The Uniform Traffic Crash Report (DI-9) is designed for use with a laminated overlay. The DI-9 form must be placed inside the overlay to enter the appropriate alphanumeric character in the boxes placed vertically on both the right and left margins of the report form and Sequence of Events and Most Harmful Event for each vehicle. The overlay contains all of the codes needed to complete the DI-9 form. County and Commercial Vehicle Description of Cargo codes are on the front side of the overlay. Driver and Persons information codes are on the backside of the overlay. These codes include: Person Type, Sex, Injury Level, Injury Cause, Injury Area, Disposition of Vehicle, Transport By, Safety Equipment, Proper Use, Air Bag, Extrication, Ejection, and Ejection Path of Occupants. *Note there is special commercial vehicle and training information on the inside of the overlay for your convenience.*
2. Use black ink on all handwritten forms or print from computer printout.
3. Write information legibly and correctly. Remember, many different agencies read and need to understand the crash report for a variety of uses.

4. The overlay is designed to remain in your vehicle for use with all paper DI-9 reports. The front side of the DI-9 coincides with the front side of the overlay. Insert your DI-9 inside the overlay and you will be able to quickly fill out the information boxes located on both right and left sides of the form. Simply turn the overlay over with the form inside and fill out the reverse side. As stated above, county and cargo descriptions are located on the front side of the overlay. Sequence of Events and Most Harmful Event codes are on the backside of the overlay. Driver and person injured information codes are on the backside of the overlay. You will need these codes to fill out information contained in the form which are not located on the side boxes.
Additional copies of the overlay can be downloaded from either the TRCC or UHP websites or requested from the Drivers License Division office.
5. Fill in all spaces, unless directions specify otherwise.
6. If an answer for a code box is not known, use the two-digit code 99 Unknown. Some boxes may also have a two-digit code 96 Not Applicable or a dash for not applicable. Any boxes marked with a two-digit code 97 Other* must always include a description in the narrative.
7. If additional space is required to describe events, use additional copies of the formed marked "ORIGINAL" at the bottom. Staple all pages firmly together. DO NOT use paper clips. Make sure each page is properly identified. The officer's name must be printed. (DO NOT SIGN – it is important to be able to read an officer's name in case someone from the DLD or UDOT may need to contact an officer for additional information.)
8. Non-contact vehicles, when identified, shall be shown as something other than vehicle #1 on the regular report form or supplement, giving complete driver and vehicle information.
Indicate in the narrative which vehicle(s) were non-contact.
9. Occasionally, crashes occur as a result of a previous stabilized crash. When this occurs and there is an obvious connection, whether there is contact between the multiple crashes or not, indicate in the narrative the name of the other drivers for reference purposes and give a brief description of what the connection was.
10. If a report is filed prior to receiving the Blood-Alcohol Content (BAC) information, a supplemental report, (DI-9 marked supplement at the bottom) shall be filed with the B.A.C. information. See page 35.
11. Submit original copy. If you make a copy for your own use make sure both sides of the official copy are original.
12. All completed reports are to be submitted immediately upon completion of the investigation or as otherwise directed. All investigations should be pursued diligently without unreasonable delay. Section 41-6a-402 (6). Accident reports -- Duty of operator and investigative officer to file: requires "a peace officer who, in the regular course of duty, investigates a motor vehicle accident described under Subsection (1) shall file the original or an electronic copy of the report of the accident with the department within ten

days after completing the investigation.” Delayed reports cause many problems with other data users.

OVERLAY INFORMATION

The DI-9 report form requires use of the DI-9 form and overlay. An officer will place the crash report inside the overlay. On each side of the crash report is a series of numbered boxes, 1 through 37. The overlay gives the officer corresponding information to fill in the boxes. The following information describes what is needed for the front page of both the DI-9 and overlay with the corresponding numbers. Side two information is available on page 57.

Side One Information:

DI-9 Report Fill-in Boxes:

- Crash Date
- Time And Location (county codes located on front side of overlay)
- Vehicle Information (including any trailers)
- Driver/ Owner Information
- Insurance Information
- Commercial Vehicle Information
- Speed Information
- Number of Occupant(s)
- Estimated Vehicle Damage
- Damage To Other Property & Owner Information
- Witnesses Contact Information
- Policy Activity
- Crash Arrest Information
- Work Zone Information
- Number of Lanes
- Number of Vehicles
- 17 – Driver Contributing Circumstances
- 18 – Vehicle Maneuver
- 19 – Driver Distraction
- 20 – Traffic Control Device
- 21 – Roadway Description
- 22 – Manner of Collision
- 23 – Roadway Contributing Circumstance

Front Page Overlay Boxes:

- 1– Crash Severity
- 2 – Motor Vehicle Body Type
- 3 – Trailing Units
- 4 – Cargo Body Type
- 5 – Special Function of Motor Vehicle
- 6 – Area of Initial Impact
- 7 – Most Damaged Area
- 8 – Extent of Deformity
- 9 – Alcohol/Drug Use Suspected
- 10 – Alcohol/Drug Test
- 11 – Test Results
- 12 – Work Zone Type
- 13 – Work Zone Location
- 14 – Direction of Vehicle Travel
- 15 – Vehicle Contributing Circumstances
- 16 – Driver Condition

1	TIME	Date of Crash	Month / Day / Year	Day of Week	1 S	2 M	3 T	4 W	5 T	6 F	7 S	Military Time		DLD Number
2	LOCATION	PLACE WHERE CRASH OCCURRED: <div>COUNTY CODE</div> City or Town of Jurisdiction <div>N S E W</div> <div>Indicate distance from city limits or nearest town _____ Miles</div> ROAD, STREET, HWY CRASH OCCURRED: <div>Street Name or Highway Number</div> <div>UDOT USE ONLY</div>										Case Number		
2												Latitude	Longitude	
3		1. AT THE INTERSECTION WITH _____ 2. IF NOT AT INTERSECTION _____ Feet <div>N S E W</div> of _____ <div>N S E W</div> Nearest intersection, street, house no., landmark _____ Tenth of a mile <div>N S E W</div> of Mile Post _____ Be sure to complete if road has mile post										REPORTABLE CRASH <div>YES NO</div>		
												UDOT USE		
3	VEH # (Car)	VIN#	LICENSE PLATE INFO			NUMBER	STATE	EXP DATE	MAKE	MODEL	YEAR	OCCUPANT(S)		
4	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP			PHONE ()						
4	DRIVER LICENSE	STATE	NUMBER	CLASS	ENDORSEMENT(S)	RESTRICTION(S)	DATE OF BIRTH	AGE	CHARGE(S)	CITATION #				
					mm / dd / yyyy			<div>YES NO PENDING UNKNOWN</div>						
	OWNER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP			PHONE ()						
		<div>Same as Driver</div>												
5	CARRIER	COMMERCIAL VEHICLE INFO NAME STREET, CITY, STATE, ZIP PHONE ()										<div>CDL Presented at Scene</div>		
5		US DOT #	CVSA INSPECTION #	GCWR / GVWR (check one) <div>10,001 - 26,000 lbs 10,000 lbs or LESS MORE THAN 26,000 lbs</div>		HAZ MAT RELEASED <div>YES NO</div>	HAZ MAT PLACARD # or NAME - CLASS		CARGO CODE	PURPOSE OF USE <div>GOVT INTERSTATE INTRASTATE PERSONAL</div>				
6		1ST TRAILER LICENSE PLATE #	STATE	EXP DATE	LENGTH	2ND TRAILER LICENSE PLATE #	STATE	EXP DATE	LENGTH	3RD TRAILER LICENSE PLATE #	STATE	EXP DATE	LENGTH	
6	SPEED	POSTED	POSTED ADVISORY	EST TRAVEL	EST IMPACT	ESTIMATED BY: <div>Officer Driver</div>	SEQUENCE OF EVENTS (Codes 01 - 69, 96)	FIRST EVENT	SECOND EVENT	THIRD EVENT	FOURTH EVENT	MOST HARMFUL EVENT For VEHICLE (Use codes 00, 07 - 69)		
7	VEHICLE DAMAGE	ESTIMATED DAMAGE <div>\$1 - \$999 NO DAMAGE \$1,000 or MORE</div>		INSURANCE COMPANY			EFFECTIVE DATE	EXPIRATION DATE	POLICY NUMBER					
7		INSURANCE APPEARS VALID <div>YES NO</div>			AGENCY/AGENT THAT SOLD POLICY			ADDRESS			PHONE ()			
8	VEH # (Even)	VIN#	LICENSE PLATE INFO			NUMBER	STATE	EXP DATE	MAKE	MODEL	YEAR	OCCUPANT(S)		
8	DRIVER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP			PHONE ()						
8	DRIVER LICENSE	STATE	NUMBER	CLASS	ENDORSEMENT(S)	RESTRICTION(S)	DATE OF BIRTH	AGE	CHARGE(S)	CITATION #				
					mm / dd / yyyy			<div>YES NO PENDING UNKNOWN</div>						
	OWNER	FIRST	INITIAL	LAST	STREET, CITY, STATE, ZIP			PHONE ()						
		<div>Same as Driver</div>												
9	CARRIER	COMMERCIAL VEHICLE INFO NAME STREET, CITY, STATE, ZIP PHONE ()										<div>CDL Presented at Scene</div>		
9		US DOT #	CVSA INSPECTION #	GCWR / GVWR (check one) <div>10,001 - 26,000 lbs 10,000 lbs or LESS MORE THAN 26,000 lbs</div>		HAZ MAT RELEASED <div>YES NO</div>	HAZ MAT PLACARD # or NAME - CLASS		CARGO CODE	PURPOSE OF USE <div>GOVT INTERSTATE INTRASTATE PERSONAL</div>				
10		1ST TRAILER LICENSE PLATE #	STATE	EXP DATE	LENGTH	2ND TRAILER LICENSE PLATE #	STATE	EXP DATE	LENGTH	3RD TRAILER LICENSE PLATE #	STATE	EXP DATE	LENGTH	
10	SPEED	POSTED	POSTED ADVISORY	EST TRAVEL	EST IMPACT	ESTIMATED BY: <div>Officer Driver</div>	SEQUENCE OF EVENTS (Codes 01 - 69, 96)	FIRST EVENT	SECOND EVENT	THIRD EVENT	FOURTH EVENT	MOST HARMFUL EVENT For VEHICLE (Use codes 00, 07 - 69)		
11	VEHICLE DAMAGE	ESTIMATED DAMAGE <div>\$1 - \$999 NO DAMAGE \$1,000 or MORE</div>		INSURANCE COMPANY			EFFECTIVE DATE	EXPIRATION DATE	POLICY NUMBER					
11		INSURANCE APPEARS VALID <div>YES NO</div>			AGENCY/AGENT THAT SOLD POLICY			ADDRESS			PHONE ()			
12	Work Zone? <div>YES NO Unknown</div>		Total # of Lanes on Roadway		Damage to Property Other than Vehicles (Name object and state nature)		Name and Address of Owner of Object Struck			Phone ()		PROPERTY DAMAGE ESTIMATE <div>\$1,000 OR MORE LESS THAN \$1,000</div>		
12	Workers Present? <div>YES NO Unknown</div>		# Vehicles Involved											
13	WITNESSES													
	Name			Address			Phone ()							
	Name			Address			Phone ()							
	Law Enforcement Activity													
	Time Notified of Crash		Arrived at Scene		Date Notified of Crash		Investigation Completed							
	mm / dd / yy		mm / dd / yy		mm / dd / yy		mm / dd / yy							
	Use Military Time													
	Field Diagram		<div>YES NO</div>		Video		<div>YES NO</div>		Photo (s)		<div>YES NO Digital Film</div>			

REPORT SUBMISSION GUIDELINES

All law enforcement agencies are required to submit a reportable crash investigation form (DI-9) within 10 days following the completion of the crash investigation. Mail the ORIGINAL REPORT to: Driver License Division, 4501 South 2700 West, P.O. Box 30560, Salt Lake City, Utah 84130-0560. IF your agency is approved to submit electronic report, **DO NOT SUBMIT** a paper report. Duplication of records can be a time consuming problem.

DI-9 FRONT PAGE INFORMATION

The information on the front page of the DI-9 includes time, location, vehicle, plate, driver's license, number of occupants, insurance, commercial vehicle specific information, work zone, damage, witnesses, and report status. Actual views of each section will be included in the manual.

Begin at the top right hand corner by filling in the page number of the report (*remember to use blank ink or type*):

Page Number of Total Report Pages

Page ____ of ____

Be sure to fill out which page (sheet) you are completing at the top (front and back equals one page or sheet). This may have to be completed at the end of the report to indicate how many pages the report includes. This is usually the case for larger crashes. Fill out the information even if there is only one page. If there are more pages, fill out accordingly (i.e. 1 of 2, 2 of 6, etc.).

Rationale: This is very critical information for the users as it is passed from agency to agency. This will alert other data users to verify they have a complete report.

TIME

The time section is located at the top of the form as shown below

TIME	Date of Crash	Month	Day	Year	Day of Week	1	2	3	4	5	6	7	Military Time	
			/	/		S	M	T	W	T	F	S		

If an officer responds immediately to the crash, please use the time given by dispatch as the time of crash. If an officer is notified after the crash occurs (and in the event of inclement, snowy weather where they may be an excessive number of crashes, this could be several days), please use the estimated time given by the party who is notifying you of the crash.

Rationale: Important for management/administration, evaluation, and linkage.

Date of Crash

Date of Crash	Month	Day	Year
		/	/

Definition: Actual crash date of the incident. Month Day Year

Using numeric values, report the month, day and year the crash occurred.

Example: 01-09-05 (01 month, 09 for day, and 05 for year).

Day of Week

Day of Week	1	2	3	4	5	6	7
	S	M	T	W	T	F	S

Definition: The day of the week on which the crash occurred.

Circle or block out the day of the week of the crash. Block out the letter representing the day of the week.

Rationale: Permits the user to quickly obtain this information for crash analyses without having to translate the date.

Military Time

Military Time	
------------------	--

Definition: The time (00:00–23:59) at which the crash occurred. Indicate time in military format.

Indicate the time of day the crash occurred (closest estimate) using four digit military times.

If citation is issued, be sure time of the offense on the citation and time of the crash agree.

Rationale: Important for management/administration, evaluation, and linkage.

DLD Number

DLD Number

The DLD Case number is assigned by the Driver License Division (DLD). The DLD number is used to locate and track crashes by other agencies and data users. This is for Drivers License Division use only. The box should be left blank by all law enforcement agencies.

LOCATION

Place Where Crash Occurred

PLACE WHERE CRASH OCCURRED: <input type="text"/> COUNTY CODE		City or Town of Jurisdiction _____		Case Number _____	
If crash was outside city limits indicate distance from city limits or nearest town _____ Miles		N S E W <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> of _____		Latitude _____ Longitude _____	
ROAD, STREET, HWY _____		City or Town _____		REPORTABLE CRASH <input type="checkbox"/> YES <input type="checkbox"/> NO	
CRASH OCCURRED: _____		Street Name or Highway Number _____		UDOT USE ONLY	
1. AT THE INTERSECTION WITH _____		UDOT USE ONLY		UDOT USE	
2. IF NOT AT INTERSECTION _____ Feet <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> of _____		N S E W <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> of _____		Nearest intersection, street, house no., landmark	
Tenth of a mile <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> of Mile Post _____		Be sure to complete if road has mile post			

Enforcement, highway design and traffic control improvement programs depend upon knowledge of exact crash locations for their effectiveness. It is important that distances to reference points be accurately measured and recorded by the investigating officer. For rural crashes, when tape measurements are not practical because of the distances involved, the investigating officer should drive to the nearest intersection, reference point or other identifiable landmark and record the distance carefully using the patrol vehicle odometer. Measurements should also be given to permanent landmarks near the crash scene, such as culverts, buildings, or physical structures, etc. It is essential that the crash location is described so the site can be located by traffic engineers or investigators for subsequent on-scene inspections.

If a crash occurs on private property, identify the property and indicate the address where it is located and the direction the vehicle was going at the time of the crash.

Location fields are critical for UDOT. An agency should include GPS information if available. Continue to fill out the entire location section when using GPS. County information is always required. Many local jurisdictions use this information for city planning and engineering and do not have access to GPS maps.

Definition: Exact location on the roadway to document where the first harmful event of the crash occurred.

Rationale: Critical for problem identification, prevention programs, engineering evaluations, mapping, and linkage purposes.

County

<div style="border: 1px solid black; width: 40px; height: 40px; margin: 0 auto;"></div>	COUNTY CODE
---	----------------

Definition: The county or equivalent entity in which the crash occurred.

Use the appropriate two-digit code to indicate the county where the crash occurred. Do not abbreviate. (The following list is found on the upper right front side of your overlay):

01 Beaver	21 Iron	41 Sevier
03 Box Elder	23 Juab	43 Summit
05 Cache	25 Kane	45 Tooele
07 Carbon	27 Millard	47 Uintah
11 Davis	29 Morgan	49 Utah
13 Duchesne	31 Piute	53 Wasatch
15 Emery	33 Rich	55 Wayne
17 Garfield	35 Salt Lake	57 Weber
19 Grand	37 San Juan	

Rationale: Important for analyses of county area programs such as “Safe Communities.”

Information is critical for linkage of the crash file to other state data files (EMS, hospital, roadway, etc.). This data is Important for intrastate comparisons as well.

City or Town of Jurisdiction

City or Town of Jurisdiction _____

Definition: The city/town (political jurisdiction) in which the crash occurred. If applicable, indicate the city or town where the crash occurred. Note: Any city or town, whether it is incorporated or unincorporated, can be used for location purposes. Example: Kearns, White City, etc.

Rationale: Important for analyses of local area programs such as “Safe Communities.”

This information is critical for linkage of the crash file to other state data files. (EMS, hospital, roadway, etc.)

Distance from City Limits of Nearest Town

If crash was outside city limits _____
indicate distance from city limits or nearest town _____ Miles

If the crash occurred outside the limits of a city or town, indicate the distance and direction from the nearest reference point, mile post, city or town limits. Miles should be indicated in tenths.

Example: 1.7 miles or 0.3 miles Indicate distance from city limits or nearest town in miles.

N S E W
☐ ☐ ☐ ☐ of _____
City or Town

And then indicate which direction: north; south; east; or west; of the town as well as the city or town name that the crash occurred.

Road, Street, Highway Crash Occurred

ROAD, STREET, HWY

CRASH OCCURRED: _____

Street Name or Highway Number

Indicate the road number upon which the crash occurred. Use “I” for Interstate and “SR” for other state maintained roadways. Where a specific number or name is not given to a road, identify as follows: Road to Diamond Mountain, or Road to Jones Ranch. Identify the road if possible. If road does not have a number or a name, enter “County or City road – unidentified.”

On limited access highways, after identifying the road on which the crash occurred, indicate, placing in parenthesis, the direction of travel and whether the crash occurred on the “off ramp,” “on ramp,” or “collector” as it applies.

Example: I-15 (southbound collector) or county road (unidentified), etc.

Intersection

1. AT THE INTERSECTION WITH _____

2. IF NOT AT INTERSECTION _____ Feet ☐ ☐ ☐ ☐ of _____

N

S

E

W

N

S

E

W

Nearest intersection, street, house no., landmark

Tenth of a mile

☐

☐

☐

☐

of Mile Post _____

Be sure to complete if road has mile post

Indicate the intersected streets in number 1 if the crash occurred within an intersection. Indicate the nearest streets in number 2 if not at an intersection.

If the crash occurs in an intersection, enter the names or numbers of the intersection, streets, or highways.

If mile markers (reference posts) are present on the street or highway on which the crash occurred, ALWAYS indicate the tenths of a mile to the nearest milepost or reference point (i.e. .7 miles). Also indicate whether the distance is north, south, east, or west from the mile marker.

If no mile markers are present on the street or highway on which the crash occurred, please indicate with a dash.

UDOT Use Box

--

UDOT USE ONLY

NOTE: Do not enter any information in the box titled For UDOT use only. This box is used by UDOT personnel to enter ramp information of the crash.

Case Number																			
Latitude	Longitude																		
REPORTABLE CRASH <input type="checkbox"/> YES <input type="checkbox"/> NO																			
UDOT USE																			
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

This box is used by several agencies for data gathering information. The Case Number is used by law enforcement agencies. Latitude and Longitude are used by law enforcement agencies to reference the crash and by UDOT officials to locate the crash. Reportable Crash check boxes are used by the agencies for filing purposes. UDOT Use box is used by location referencing staff to mile post the crash.

Case Number

Case Number

This is the case number issued by the reporting officer's agency case number assigned to the crash. The number may be issued by your dispatch and should also be written on each page of your crash form for your agency records. An agency may or may not use this box. *If not used by your agency, it should be left blank.*

Rationale: Used to document a specific crash. If this identifier is available at the scene, it can also be recorded on the EMS record for linkage purposes. Enables sub files to be created for analyses and linked back to the crash data file. An officer will complete the information in this box as instructed by the officer's agency.

Latitude/Longitude

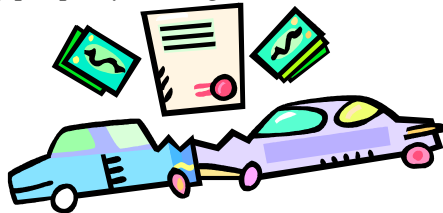
Latitude	Longitude
----------	-----------

GPS coordinates are entered in this box. A crash should be referenced at the point of the most harmful event location if possible. (see page 34). If a vehicle has left the roadway, the next alternative is to locate the nearest location on the roadway where the vehicle left the roadway. In the case of multiple vehicle crashes, please do your best to reference the most harmful location of the crash.

Reportable Crash

REPORTABLE CRASH	
<input type="checkbox"/> YES	<input type="checkbox"/> NO

Several local agencies have requested a place to mark if a crash is reportable or not. Due to varying procedures and practices, a reportable crash box is now available. *Note: Some agencies may choose to complete a DI-9 on **all** reported crashes, while others may choose to report only those with injuries and/or at least \$1,000 of property damage.*



UDOT Use

UDOT USE									

This box is used by UDOT staff for mile posting a crash location. Please do not write in this box.

VEHICLE INFORMATION

VEH # (Only)	VIN#		LICENSE PLATE INFO	NUMBER	STATE	EXP DATE mm/yy	MAKE	MODEL	YEAR yyyy	OCCUPANT(S) #
DRIVER	FIRST INITIAL LAST		STREET, CITY, STATE, ZIP			PHONE ()				
DRIVER LICENSE	STATE	NUMBER	CLASS	ENDORSEMENT(S)	RESTRICTION(S)	DATE OF BIRTH mm / dd / yyyy	AGE	CHARGE(S)	CITATION #	
OWNER	FIRST INITIAL LAST		STREET, CITY, STATE, ZIP			PHONE ()				
CARRIER	<input type="checkbox"/> Same as Driver <input type="checkbox"/> Same as Owner		COMMERCIAL VEHICLE INFO NAME STREET, CITY, STATE, ZIP PHONE ()							
	US DOT #		CVSA INSPECTION #		GCWR / GVWR (check one) <input type="checkbox"/> 10,000 lbs or LESS <input type="checkbox"/> MORE THAN 26,000 lbs		HAZ MAT RELEASED <input type="checkbox"/> YES <input type="checkbox"/> NO		HAZ MAT PLACARD # or NAME - CLASS _____	
	CARGO CODE		PURPOSE OF USE <input type="checkbox"/> GOVT <input type="checkbox"/> PERSONAL <input type="checkbox"/> INTERSTATE <input type="checkbox"/> INTRASTATE		<input type="checkbox"/> CDL Presented at Scene					
1ST TRAILER LICENSE PLATE #		STATE	EXP DATE mm / yy	LENGTH	2ND TRAILER LICENSE PLATE #		STATE	EXP DATE mm / yy	LENGTH	3RD TRAILER LICENSE PLATE #
SPEED	POSTED	POSTED ADVISORY	EST TRAVEL	EST IMPACT	ESTIMATED BY: <input type="checkbox"/> Officer <input type="checkbox"/> Driver	<input type="checkbox"/> Occupant <input type="checkbox"/> Witness <input type="checkbox"/> None	SEQUENCE OF EVENTS (Codes 01 - 99)		FIRST EVENT	SECOND EVENT
THIRD EVENT		FOURTH EVENT		MOST HARMFUL EVENT For VEHICLE (Use codes 00, 07 - 99)						
VEHICLE DAMAGE	ESTIMATED DAMAGE <input type="checkbox"/> NO DAMAGE <input type="checkbox"/> \$1 - \$999 <input type="checkbox"/> \$1,000 or MORE		INSURANCE COMPANY		EFFECTIVE DATE		EXPIRATION DATE		POLICY NUMBER	
INSURANCE APPEARS VALID <input type="checkbox"/> YES <input type="checkbox"/> NO		AGENCY/AGENT THAT SOLD POLICY			ADDRESS		PHONE ()			

Officers will collect information in this section for specific vehicles, driver(s) and/or owner(s). It is important to fill out complete information so individuals can be contacted at a later date if needed. DLD and the Courts use this information when citations are issued. This information is critical for enforcement. Each vehicle has a section. Vehicle 1 is generally the vehicle at fault if known. Additional forms will be needed if there are more than two vehicles. Remember to staple all copies together and indicate the number of total pages at the top of each page.

We now have an "Additional Persons Form" for officers' use when vehicles have several occupants and/or additional witnesses are present. This new form will alleviate the need for additional pages of the DI-9 and save the officer time.

"Motor Vehicle in Transport" means in motion or within the portion of a transport way ordinarily used by similar transport vehicles.

Inclusions:

- Motor vehicle in traffic on a highway
- Driverless motor vehicle in motion
- Motionless motor vehicle abandoned on a roadway
- Disabled motor vehicle on a roadway
- And others

In roadway lanes used for travel during rush hours and parking during off-peak periods, a parked motor vehicle is in transport during periods when parking is forbidden.

Vehicle Number 1



Definition: Motor vehicle unit type and number assigned to uniquely identify each motor vehicle involved in the crash. This number is not assigned to other participants such as pedestrians or pedal cyclists.

Assign a number for each vehicle, i.e. 1, 2, 3, etc. Generally the vehicle known or thought to be "at fault" will take position # 1.

Rationale: Uniquely identifies each motor vehicle unit involved in the crash. This permits occupants to be assigned to the appropriate motor vehicle.

Trailers

Special Instructions for vehicles with trailers: If a crash involves a vehicle with trailer(s), fill out the report with all units (truck, tractor, or other vehicle) as one (1) vehicle. (see page XX). Information on each trailer should be entered in the appropriate section of the corresponding motor unit to trailer. NOTE: We will no longer use 1A, 2A, etc. for trailers **UNLESS** damage occurs. In the event of trailer damage, the trailer will be assigned the corresponding vehicle number – 1A, 1B, 1C, etc. in the vehicle box following the power unit and all applicable trailer information should be included (ie. Insurance, Owner, Driver same as power unit driver, etc.).

For Example: A tractor with double trailers is involved in a crash. The tractor is listed as vehicle 1. Its trailers will be located in the same box under 1st Trailer and 2nd Trailer. There is ample space for information from all three trailers. If any of the trailers were damaged, then the damaged trailer(s) would be filled out as a separate vehicle and marked 1A. The trailer section(s) will still need to be filled out indicating trailer license plate information and length.

Vehicle Identification Number (VIN)

VIN#

Definition: A unique combination of alphanumeric or numeric characters assigned to a specific motor vehicle that is designated by the manufacturer.

Indicate the vehicle identification number (VIN) or serial number, which can be obtained from various locations on the vehicle. Please print clearly and legibly. Although an officer may take the VIN from a registration or insurance card, it should always be verified with the stamped VIN off of the vehicle.

Most common location of the VIN is the driver side interior dash. 1969 and newer cars will have the VIN on the drivers side dash viewable through the windshield. Additional possibilities include: trunk (under spare); driver door jam (open door); back wheel well; front of engine block; and stamped on the front end of the frame. You can see it by looking down between the front carb and your windshield washer unit. This location is most likely on older cars.

Rationale: Important to identify specific motor vehicle design characteristics and occupant protection systems for effectiveness evaluations.

License Plate Information

LICENSE PLATE INFO	NUMBER	STATE	EXP DATE
			mm/yy

Definition: The state, commonwealth, territory, Indian Nation, U.S. Government, foreign country, etc., issuing the registration plate and the year of registration as indicated on the registration plate displayed on the motor vehicle.

Rationale: This element is critical in providing linkage between the crash and motor vehicle registration files to access the motor vehicle identification number.

Number

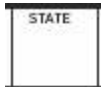
A rectangular box with a black border. The word "NUMBER" is printed in small, black, uppercase letters in the top left corner of the box.

Definition: The alphanumeric identifier or other characters, exactly as displayed, on the registration plate or tag affixed to the motor vehicle.

Indicate the license plate number only. The license validation number on the tag does not have to be entered. For combination trucks, motor vehicle plate number is obtained from the power unit or tractor.

Rationale: Critical for linkage between the crash and motor vehicle registration files.

State

A rectangular box with a black border. The word "STATE" is printed in small, black, uppercase letters in the top left corner of the box.

Indicate the state that issued the vehicle license plate. Use the two letter postal abbreviation code. For example: UT (Utah), CA (California), etc. (Appropriate state and country abbreviations are listed in the Appendix A on page 81).

Rationale: This element is critical in providing linkage between the crash and motor vehicle registration files to access the motor vehicle identification number.

Expiration Date

A rectangular box with a black border. The text "EXP DATE" is printed in small, black, uppercase letters in the top left corner. At the bottom of the box, the text "mm/yy" is printed in small, black, lowercase letters.

Indicate numerically the month and year that the license plate expires in the mm/yy box.

Use only the last two-digits of the year and the following codes for the month.

01 January	05 May	09 September	02 February	06 June	10 October
03 March	07 July	11 November			
04 April	08 August	12 December			

Make

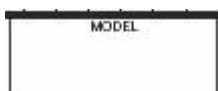
A rectangular box with a black border. The word "MAKE" is printed in small, black, uppercase letters in the top left corner of the box.

Definition: The distinctive (coded) name applied to a group of motor vehicles by a manufacturer.

Indicate the general make of the vehicle as shown on the registration card. For example: Chevrolet (Chev), Ford, Toyota (Toyt), etc. Appropriate character abbreviations can be used in this box. See Appendix B page 75.

Rationale: Important for use in identifying motor vehicle make, for evaluation, research and crash comparison purposes.

Model

A rectangular box with a black border. The word "MODEL" is printed in small, black, uppercase letters in the top left corner of the box.

Definition: The manufacturer-assigned code denoting a family of motor vehicles (within a make) that have a degree of similarity in construction, such as body, chassis, etc. Generally the secondary

name given to a vehicle indicated on the registration card, such as Escalade, Four Runner, Camry, Camaro, etc. (See Appendix B, page 76 for a complete listing.) Indicate the model. If no model is indicated, then mark a dash.

Rationale: Important for use in identifying the motor vehicle model for evaluation, research, and crash comparison purposes.

Year



Definition: The model year assigned to a motor vehicle by the manufacturer.

Indicate the model year of the vehicle. Non-motor vehicles such as trains, road graders, bicycles, etc. do not need a model year identification. Use a dash for non-motor vehicles. Use a four digit year for this box. *Example: 2006.*

Rationale: Important for use in identifying motor vehicle model year for evaluation, research, and crash comparison purposes.

OCCUPANTS

Occupant(s)

OCCUPANT(S) #

Definition: The total number of injured and uninjured occupants in this motor vehicle involved in the crash, including persons in or on the motor vehicle at the time of the crash.

Indicate the number of occupants for each vehicle in the box.

Rationale: Important for the officer at the scene to indicate how many people (injured and uninjured) are involved for reporting purposes. Used to evaluate the effectiveness of countermeasures that prevent or reduce injury and injury severity.

Driver

DRIVER	FIRST	INITIAL	LAST
--------	-------	---------	------

Definition: The full name of the individual driver.

Insert the full name of the person driving the motor vehicle at the time of the crash. If the person driving the vehicle is licensed, the name should be exactly the same as shown on the driver license. If the driver's true name is different from that shown on the license, the difference should be explained on the back of the report in the description area. If the driver is unlicensed, indicate the full name from other means of identification. Print the driver information in the following order:

First Name Middle Initial Last Name

If the driver has no middle initial, then leave the area blank for the middle initial. DO NOT USE ABBREVIATIONS, SUCH AS NMN FOR 'NO MIDDLE NAME.

Rationale: This data element should be collected to corroborate the driver license number and to facilitate linkage when names are available in the health and insurance files. When possible, obtain this information from the driver license (via a bar code or "smart" license or via on-line linkage).

Driver Address

STREET, CITY, STATE, ZIP	PHONE ()
--------------------------	----------------

Do not copy the address from the driver license unless it is acknowledged to be correct. Otherwise, obtain the street address or RFD number, apartment number, city, state, and zip code from some other source.

Ask the driver to verify his or her address before entering it in the box. It is extremely important to obtain a correct phone number, Drivers License Financial Responsibility and the Courts may need to follow up with this number.

Driver's License

DRIVER LICENSE	STATE	NUMBER	CLASS	ENDORSEMENT(S)	RESTRICTION(S)
-------------------	-------	--------	-------	----------------	----------------

Rationale: Necessary to evaluate the effectiveness of various licensing laws. This element is also critical in providing linkage between the crash and driver license files at the state level.

State

DRIVER LICENSE	STATE
-------------------	-------

Definition: The geographic or political entity issuing a driver license. Includes the States of the United States (including the District of Columbia and outlying areas), Indian Nations, U.S. Government, Canadian Provinces, and Mexican States (including the Distrito Federal), as well as other jurisdictions.

Indicate the state that issued the driver license. Abbreviate the name of the state using acceptable two character codes (see Appendix A for appropriate state and country codes)

Number

NUMBER

Definition: The unique driver's license number assigned to the individual.

Indicate the driver's driver license number. ***Be sure to copy the number completely and accurately.*** Auto fill makes this simple on the electronic version, especially for accuracy and verification. If the driver is not licensed, enter a dash to indicate none.

Rationale: This element is critical in providing linkage between the crash and driver license files at the state level. This information is mandated by FMCSA for commercial drivers.

License Class

CLASS

Definition: Issued to drivers after successfully completing a driver's test that qualifies them to operate a specific type of motor vehicle.

Enter the driver license classification letter (i.e. A, C, D, etc.)

A – Commercial over 26,001 w/towed unit over 10,001 GVWR

B – Commercial over 26,001 w/towed unit under 10,000 GVWR

C – Commercial under 26,000

D – Private for all other vehicles which are not Commercial or Motorcycles M

– Motorcycle Only

Endorsement Codes

ENDORSEMENT(S)

Definition: Issued to drivers after successfully completing a specialized test that qualifies them to operate a specific type of commercial motor vehicle.

Enter the endorsement code (i.e. M, N, T, etc.)

M – Motorcycle

H – Hazardous Materials N – Tank Vehicles

P – Passengers

S – School Bus

X – Tankers/Hazardous Materials

T – Double/Triple Trailers Z – Taxicab

If a driver does not have a drivers license put a dash in the box to indicate none.

Rationale: Important to evaluate issues related to licensing policies for drivers of commercial motor vehicles.

Restriction Codes

A rectangular box with the text "RESTRICTION(S)" inside.

Definition: Restrictions assigned to an individual's driver license by the license examiner.

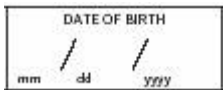
Enter the restriction code from the Utah Driver's License. Restriction on other state licenses should be coded as follows:

A – No Restrictions	G – Daylight Only	Q – Limit Employment
B – Corrective Lenses	I – Limited Other	R – No Hazardous Materials
C – Mechanical Aid	J – Other	U – 3 Wheel Motorcycle
D – Prosthetic Aid	K – CDL Intrastate Only	V – 40 MPH or Less
E – Automatic Transmission	L – Vehicle Without Air Brakes	W – Medical
F – Outside Mirror	O – 90 cc Cycle	Y – LT 10K less than 10,000

Note: If a driver has an out of state license, please adapt their code to fit the Utah codes listed above.

Rationale: Used to identify drivers with limitations on their operators' license that have been involved in crashes.

Date of Birth

A rectangular box with the text "DATE OF BIRTH" at the top. Below it, there are three fields labeled "mm", "dd", and "yyyy" separated by slashes.

Definition: The month, day, and year of birth of the person involved in a crash.

Indicate the date of birth. This information should be taken from the driver license or other identification received in the investigation. The date of birth shall be listed numerically mm/dd/yyyy.

Example: Month 06 Date 13 Year 1960

If you do not have a date of birth put a dash in the box.

Rationale: Accurate reporting of date of birth is used to assess the effectiveness of occupant protection systems for specific age groups, and to identify the need for safety programs directed toward them. This element is also critical in providing linkage between the crash, EMS, and hospital records.

Age

A rectangular box with the text "AGE" inside.

Indicate the age of the driver from the last birth date. Make sure the age of the driver corresponds to the birth date on the driver's license. Infants under one year of age are coded as 0. If you do not know the age, please mark "U" for unknown.

Law Enforcement Action

CHARGE(S) <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> PENDING <input type="checkbox"/> UNKNOWN	CITATION #
---	------------

The following boxes are used by law enforcement.

Note: The citation number may be used to auto fill the DI-9 when using the FATPOT program. This will save time when filling out the form.

Charge(s)

CHARGE(S) <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> PENDING <input type="checkbox"/> UNKNOWN

Indicate charge(s) relating to the crash in the space provided. Also check the appropriate status of the charges in the corresponding box:

YES
NO

PENDING
UNKNOWN

Citation

CITATION #

Indicate the number of the citation. Citation numbers are issued from the state BCI. When using the electronic form, the numbers are issued automatically when an officer creates a new citation. For printed forms, agencies must request citation books from BCI. The agency will be issued a range of citation numbers for their use. The citation number may be used to auto fill duplicate information already captured in an electronic citation.

Owner

OWNER	FIRST	INITIAL	LAST
	<input type="checkbox"/> Same as Driver		

Verify ownership by checking the information contained in the registration. Indicate the name of the person (s) or firm having legal right of control.

If the driver is the owner, then check the *Same as Driver* box. If the driver has no middle initial, then the area blank for the middle initial. **DO NOT USE ABBREVIATIONS, SUCH AS NMN FOR NO MIDDLE NAME.**

If operator is under authority of a carrier, go to the Commercial Carrier Box, see page X, and use the carrier name. Otherwise, obtain the information from the registration certificate, the driver, or other available sources.

Address

STREET, CITY, STATE, ZIP	PHONE ()
--------------------------	-------------

Verify the address on the registration before entering information given by the driver. If the registration information is incorrect, obtain the street address or RFD number, apartment number, city, state, and zip code and phone number from some other source.

Always indicate: street, city, state, zip, and phone number including area code. Although it may take extra time, your effort to retrieve this information is greatly appreciated by the Drivers License Division.

This information is critical to help support license suspension and revocation.

COMMERCIAL VEHICLES

For the purposes of crash reporting, the term “commercial vehicle” means any vehicle involved in a crash with one or more of the following:

- a truck having a GCWR of 10,001 or more pounds; OR
 - a vehicle displaying a hazardous material placard; OR
 - a vehicle designed to transport 9 or more people, including driver; OR
- AND
- a fatality; OR
 - an injury requiring transportation for immediate medical attention; OR
 - a vehicle was disabled requiring a tow away from the scene

Commercial Vehicles are regulated by Utah Department of Transportation and the Federal Motor Carrier Safety Administration (FMCSA) (See Appendixes H – L; pp. 87 – 90 for additional information.)

Commercial vehicle specific information is captured on the DI-9 in boxes shown below.

CARRIER	COMMERCIAL VEHICLE INFO		NAME	STREET, CITY, STATE, ZIP		PHONE ()			
	<input type="checkbox"/> Same as Owner		<input type="checkbox"/> CDL Presented at Scene						
US DOT #		CVSA INSPECTION #	GCWR / GVWR (check one) <input type="checkbox"/> 10,000 lbs or LESS <input type="checkbox"/> 10,001 - 26,000 lbs <input type="checkbox"/> MORE THAN 26,000 lbs		HAZ MAT RELEASED <input type="checkbox"/> YES <input type="checkbox"/> NO	HAZ MAT PLACARD # or NAME - CLASS	CARGO CODE	PURPOSE OF USE <input type="checkbox"/> GOVT <input type="checkbox"/> PERSONAL <input type="checkbox"/> INTERSTATE <input type="checkbox"/> INTRASTATE	

Commercial Vehicle Information

CARRIER	COMMERCIAL VEHICLE INFO		NAME	STREET, CITY, STATE, ZIP		PHONE ()			
	<input type="checkbox"/> Same as Owner		<input type="checkbox"/> CDL Presented at Scene						

If the carrier is the same as the owner, check the ‘Same as Owner’ box. If not, print the name of the carrier. Indicate the Carriers name, complete address, and phone number including the area code.

Verify the carrier address by using registration, shipping, or lease paperwork. It is extremely important to obtain a correct phone number so that the parties can later be contacted to verify or provide additional information needed.

Also check the CDL Presented box if the CDL was presented by the driver. This information is required by the Drivers License Division. If the driver does not have license to present do not check the box.

US DOT

UNITED STATES DEPARTMENT OF TRANSPORTATION NUMBER

US DOT #

Definition: The identification number, name and address of an individual, partnership or corporation responsible for the transportation of persons or property as indicated on the shipping manifest.

Enter the appropriate number off the side of the commercial vehicle. This includes taxis and limousines.

Rationale: The Federal Motor Carrier Safety Administration (FMCSA) along with Utah Department of Transportation (UDOT) have the authority to fine and sanction unsafe interstate and intrastate truck and bus companies. A key way to identify potentially unsafe motor carriers is

to collect crash data by the identification number, name and address of the company. The street address allows UDOT and FMCSA to visit carriers to conduct review of compliance with Federal Motor Carrier Safety Regulations and provides a crosscheck for the correct identity of the carrier.

The identification number (found on the power unit, and assigned by the U.S. DOT or by a state) is a key element for carrier identification in the UDOT and FMCSA databases for crashes and other carrier information. This data element is collected at the scene to meet FMCSA 90 day reporting requirements.

CVSA Inspection

CVSA INSPECTION #

If an inspection was conducted at the scene, enter the ten (10) digit inspection number in the box.

G.C.W.R. / G.V.W.R.

GCWR / GVWR (check one)	
<input type="checkbox"/> 10,000 lbs or LESS	<input type="checkbox"/> 10,001 - 26,000 lbs
	<input type="checkbox"/> MORE THAN 26,000 lbs

Definition: The Gross Vehicle Weight Rating (GVWR) is the amount recommended by the manufacturer as the upper limit to the operational weight for a motor vehicle and any cargo (human or other) to be carried. The Gross Combination Weight Rating (GCWR) is calculated by summing the GVWRs for each unit in a combination-unit motor vehicle. Thus for single-unit trucks there is no difference between the GVWR and the GCWR. For combination trucks (truck tractors pulling a single trailer, truck tractors pulling double or triple trailers, trucks pulling trailers, and trucks pulling other motor vehicles) the GCWR is the total of the GVWRs of all units in the combination.

Additional regulations are imposed on all motor vehicles with GCWR/GVWRs of more than 26,000 lbs (11,793 kg). Manufacturer's weight rating can be found on the plate usually located on the door jam.

Check the appropriate G.C.W.R. /G.V.W.R. box of the commercial vehicle:

- ☐ 10,000 lbs. or less
- ☐ 10,001 – 26,000 lbs.
- ☐ More than 26,000 lbs.

Rationale: The Federal Motor Carrier Safety Administration (FMCSA) imposes certain regulations on all single or combination-unit trucks that have a Gross Combination Weight Rating (GCWR) of more than 10,000 lbs (4,536 kg).

Hazardous Materials

Definition: Indication that a motor vehicle had a hazardous materials placard as required by federal/state regulations. Hazardous materials that were released from the cargo compartment should be documented whether or not the motor vehicle displayed a placard.

Any substance or material which has been determined by the U.S. Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce and which has been so designated under regulations of the USDOT. A truck transporting hazardous materials can be identified by a diamond shaped sign that must be affixed to any motor vehicle that carries hazardous materials. It usually contains a four-digit number in the middle of the placard, a one-digit number at the bottom that indicates the hazard class and specific material being carried. (See Appendix L page 90.)

Rationale: UDOT and FMCSA devote special attention to motor carriers that transport hazardous materials (HM), including imposing tighter regulations and conducting compliance reviews on a higher percentage of HM carriers. Getting good data on crashes involving trucks carrying HM and whether HM are spilled during the crashes helps UDOT and FMCSA focus law enforcement efforts.

Haz Mat Released

HAZ MAT RELEASED	
<input type="checkbox"/> YES	<input type="checkbox"/> NO

Check the appropriate box for hazardous materials released from the cargo compartment.

Note: Leaking fuel from the power unit does not constitute a reportable hazard release of material. This only refers to cargo.

Haz Mat Placard Number – Class

HAZ MAT PLACARD # or NAME - CLASS
<div style="border-bottom: 1px solid black; width: 100%; height: 20px;"></div> <div style="border-bottom: 1px solid black; width: 100%; height: 20px;"></div> <div style="border-bottom: 1px solid black; width: 100%; height: 20px;"></div> <div style="border-bottom: 1px solid black; width: 100%; height: 20px;"></div> <div style="border-bottom: 1px solid black; width: 100%; height: 20px;"></div> <div style="border-bottom: 1px solid black; width: 100%; height: 20px;"></div>

Enter the appropriate four-digit USDOT placard number and one- or two-digit class number with a decimal in the box provided. These can be found on the diamond shaped hazardous material sign if present. If the vehicle placard is not visible, retrieve the numbers from other sources AFTER the hazardous material is determined

Description of Cargo

CARGO (Code)

This section to be used with Commercial Vehicles Only, unless Haz-Mat is being transported.

Identify the cargo being transported in the space provided (these codes can be found on the front side of the overlay):

00	None	19	Logs, Poles, Beams, Lumber
01	Agriculture/Farm Supplies	20	Machinery, Large Objects
02	Beverages	21	Meat
03	Building Materials	22	Metal
04	Chemicals	23	Mobile Home
05	Coal, Coke	24	Motor Vehicles
06	Commodities, Dry Bulk	25	Oilfield Equipment
07	Concrete	26	Ore
08	Construction	27	Paper Products
09	Drive-Away, Tow-Away	28	Passengers
10	Fresh Produce	29	Radioactive
11	Garbage, Refuse, Trash	30	Refrigerated Food
12	General Freight	31	Rock, Sand, Gravel
13	Grain, Feed, Hay	32	Salt
14	Household Goods	33	US Mail
15	Intermodal Containers	34	Utilities
16	Liquids/Gases	35	Water Well
17	Livestock	97	Other* (Write Explanation in Narrative)
18	Livestock Containers		

Purpose of Use

PURPOSE OF USE	<input type="checkbox"/> GOVT	<input type="checkbox"/> PERSONAL
	<input type="checkbox"/> INTERSTATE	<input type="checkbox"/> INTRASTATE

Definitions:

Government (Govt): Any government agency or exempt vehicle such as a city bus, snowplow, school bus, etc. License plate will indicate exempt status.

Personal: Any personal use, not associated with business or commercial use.

Interstate: The term means commercial vehicle travel exists or occurs between two or more states.

Intrastate: The term means commercial vehicle travel exists or occurs within the geographical boundaries of the State of Utah. Generally there is a UT following the USDOT number on the truck.

Example #1: If a commercial vehicle operates within Utah and is registered only in Utah, it is classified as an *Intrastate* vehicle. However, if the vehicle transports cargo out of Utah and operates in other states, it shall be classified as *Interstate*. This information can be verified with permits issued to the individual vehicle.

Example #2: A truck may have an interstate permit, but the driver is off duty and running an errand for personal business. You would check the personal box instead of the interstate box in this scenario.

To determine the Purpose of Use for the vehicle ask the driver the purpose of the trip.

Check the appropriate Purpose of Use box for the vehicle use at the time of the crash.

Government (GOVT)

Interstate

Personal

Intrastate

Note: This section is for Motor Carrier Vehicles ONLY.

Trailing Units

#1 TRAILER LICENSE PLATE #	STATE	EXP DATE	LENGTH	#2 TRAILER LICENSE PLATE #	STATE	EXP DATE	LENGTH	#3 TRAILER LICENSE PLATE #	STATE	EXP DATE	LENGTH
		mm / yy				mm / yy				mm / yy	

Write in the license plate number, state and expiration date for up to three trailer units. If there is damage to trailing unit(s), then the trailer will also become a vehicle (all write after the power unit with the corresponding vehicle number + A, B, and C depending on the number of trailers).

1ST Trailer License Plate

#1 TRAILER LICENSE PLATE #

Enter the license plate number of the trailer. The plate number is located on the trailer. **State**

STATE

Enter the two-letter state abbreviation.

Note: Appropriate state and country abbreviations are located in the Appendix A (page X).

Expiration Date

EXP DATE	
mm	yy

Enter the two-digit month and two-digit year expiration date from the trailer license plate.

Length

LENGTH

Enter the trailer length in feet.

Note: The length can be found stamped on some trailers. If necessary use roll-a-tape to measure for the trailer length.

2ND 2NDTrailer and 3RD Trailers information should be entered exactly as instructed for the 1ST Trailer.

SPEED

SPEED	POSTED	POSTED ADVISORY	EST TRAVEL	EST IMPACT	ESTIMATED BY:	
					<input type="checkbox"/> Officer <input type="checkbox"/> Driver	<input type="checkbox"/> Occupant <input type="checkbox"/> Witness <input type="checkbox"/> None

Rationale: Speed is a crash indicator. It is important to include specific pieces of information. These will include information prior to the crash. An officer may have to estimate speeds as indicated by road markings, eye witnesses, crash severity, etc.

Posted

SPEED	POSTED
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Definition: Authorized speed limit for the motor vehicle at the time of the crash. The speed limit may be indicated by a regulatory speed limit sign.

Enter the authorized speed for the roadway on which the vehicle was traveling. If the roadway or area (parking lot, private property, etc.) is unknown or not posted, mark 'U' for unknown.

Rationale: Important for evaluation purposes (even though the speed of the motor vehicle at the time of the crash may differ significantly from the authorized speed limit).

Posted Advisory

POSTED ADVISORY

If there is a warning sign with a posted advisory speed (such as for curves, construction, etc,) enter the advisory speed in the Posted Advisory box for each vehicle. Write 'U' for unknown or mark a dash if there is not a Posted Advisory speed limit.

Estimated Travel

EST TRAVEL

Enter the estimated speed each vehicle prior to the crash. Write the speed in the box provided. Write 'U' for unknown.

Estimated Impact

EST IMPACT

Enter the estimated speed of each vehicle at impact. This speed may or may not be the same as the est. travel speed. The speed will depend up many factors including any attempts to brake or swerve. Write the speed in the box provided. Write 'U' for unknown or dash for not applicable.

Estimated By

ESTIMATED BY:	
<input type="checkbox"/> Officer	<input type="checkbox"/> Occupant
<input type="checkbox"/> Driver	<input type="checkbox"/> Witness
	<input type="checkbox"/> None

Check the appropriate box to indicate how the speed of each vehicle was estimated.

Officer

Witness

Driver

None

Occupant

Sequence of Events

SEQUENCE OF EVENTS (Codes 01 - 96)	FIRST EVENT	SECOND EVENT	THIRD EVENT	FOURTH EVENT	MOST HARMFUL EVENT For VEHICLE (Use codes 00, 07 - 69)	
---------------------------------------	-------------	--------------	-------------	--------------	---	--

Definition: The events in sequence **related to the motor vehicle (NOT DRIVER)**, including both non-collision and collision events.

The sequence of events boxes are used to describe what occurred during the crash. In order to account for the complex scenarios, you may enter up to four events per vehicle. If there are more than four events, record the four most significant events. The sequence of events codes are grouped into three categories: non-collision (i.e. ran-off road and rollover), collisions with non-fixed objects (i.e. motor vehicle vs. motor vehicle and motor vehicle pedestrian), and collisions with fixed objects (i.e. light poles and trees).

The following codes will be used for the First Event, Second Event, Third Event, Most Harmful Event and First Harmful Event of the Crash (Box 37 on overlay).

Note: Refer only to vehicle events (NOT DRIVER ACTIONS).

SEQUENCE OF EVENTS

Non-Collision:

00 No Damage or Injury, This Vehicle

01 Ran Off Road Right

02 Ran Off Road Left

03 Crossed Median/Centerline

04 Equipment Failure (tire, brakes, etc.)

05 Separation of Units

06 Downhill Runaway

07 Overturn/Rollover

08 Cargo/Equipment Loss or Shift

09 Jackknife

10 Fire/Explosion

11 Immersion

12 Fell/Jumped From Motor Vehicle

19 Other Non-Collision* (Explain in Narrative)

Collision with Person, Vehicle, or Non-Fixed Object

20 Operating Motor Vehicle

21 Parked Motor Vehicle

22 Pedestrian

23 Pedal cycle

24 Skates, Scooters, Skateboards

25 Animal – Wild

26 Animal – Domestic

27 Work Zone/Maintenance Equipment

28 Freight Rail

29 Light Rail

30 Passenger Heavy Rail

31 Thrown or Fallen Object

39 Other Non-Fixed Object*

Collision with Fixed Object

- | | |
|--------------------------------|--------------------------------|
| 40 Guardrail | 52 Delineator Post |
| 41 Concrete Barrier | 53 Other Post, Pole or Support |
| 42 Cable Barrier | 54 Utility Pole/Light Support |
| 43 Crash Cushion | 55 Traffic Signal Support |
| 44 Guardrail End Section | 56 Culvert |
| 45 Concrete Sloped End Section | 57 Ditch |
| 46 Cable Barrier End Section | 58 Embankment |
| 47 Access Control Cable | 59 Snow Bank |
| 48 Bridge Rail | 60 Tree/Shrubbery |
| 49 Bridge Pier or Support | 61 Mailbox/Fire Hydrant |
| 50 Bridge Overhead Structure | 62 Fence |
| 51 Traffic Sign Support | 69 Other Fixed Object* |

96 Not Applicable (used only to fill unused box[es])

Rationale: Important for use in conjunction with most harmful event and motor vehicle maneuver to generate complete information about the crash.

First Event

FIRST EVENT

Definition: The first injury or damage-producing event caused by the vehicle (mechanical means) that characterizes the crash type.

Example: A vehicle does not run a stop sign. Although at times, the vehicle may have equipment failure.

This is the first event that took place with regard to the vehicle. Enter the two-digit code in the box, indicating the most appropriate code from list above.

Rationale: Needed for uniformity in reported motor vehicle crash statistics, understanding crash causation, and identifying possible crash avoidance countermeasures. For analytic purposes it may be desirable to collect and use information about subsequent events, some of which may be harmful.

Second Event

SECOND EVENT

This is the second event of the chain of events that took place during the crash. Enter the two-digit code in the box, indicating the most appropriate code from list above. If there is not a second event, mark 96 (not applicable).

Third Event

THIRD EVENT

This is the third event of the chain of events that took place during the crash. Enter the two-digit code in the box, indicating the most appropriate code from list above. If there is not a third event, mark 96 (not applicable).

Fourth Event

FOURTH EVENT

This is the fourth event of the chain of events that took place during the crash. Enter the two-digit code in the box, indicating the most appropriate code from list above. If there is not a fourth event, mark 96 (not applicable).

Most Harmful Event for Vehicle

(use codes 00, 07 – 69)

MOST HARMFUL EVENT For VEHICLE (Use codes 00, 07 - 69)	
--	--

Definition: Vehicle event that resulted in the most severe injury or, if no injury, the greatest property damage involving this motor vehicle.

This data item is designed to capture which event was most responsible for the injuries that resulted from the crash. This may not necessarily be the first event. For instance, if a vehicle leaves the road and strikes a tree, then a code of 60 (tree/shrubbery) should be entered here. Striking the tree was most responsible for the injuries; likely, no injuries resulted in simply leaving the road. Also, not all codes listed under sequence of events can cause injuries. For this reason, codes 01 through 06 CANNOT be used in this box.

Enter the two-digit code from the Sequence of Events that was the Most Harmful Event for each vehicle.

Rationale: Important for use in conjunction with the Sequence of Events to generate complete information about the crash.

Damage

VEHICLE DAMAGE	ESTIMATED DAMAGE	<input type="checkbox"/> \$1 - \$999
	<input type="checkbox"/> NO DAMAGE	<input type="checkbox"/> \$1,000 or MORE

Use for each vehicle involved in the crash. It is important to note that any vehicles being towed or carried on another vehicle such as a truck or flatbed trailer would be considered cargo and not classified as vehicles.

Check the box that best describes your estimate of the damage to each vehicle. If the vehicle was not damaged, mark “No Damage” in the box.

INSURANCE

INSURANCE COMPANY		EFFECTIVE DATE	EXPIRATION DATE	POLICY NUMBER
INSURANCE APPEARS VALID <input type="checkbox"/> YES <input type="checkbox"/> NO	AGENCY/AGENT THAT SOLD POLICY	ADDRESS		PHONE ()

The information captured in these boxes is important for identifying uninsured motorists and is needed by the Drivers License Division. There is a misconception that the main importance of the DI-9 is for the Insurance company’s use. In reality, this information is the most effective way for the DLD to revoke a driver’s license. It also helps support law enforcement in removing irresponsible drivers and their uninsured vehicles from Utah roads.

Note: If you are provided with an insurance card, binder, or insurance policy, take the information from the document provided and fill out the information on the crash report. Otherwise, obtain this information from the driver.

Insurance Company

INSURANCE COMPANY

Write the name of the insurance company providing coverage for the vehicle. Any information here is helpful, even if no proof of insurance can be shown.

Effective Date

EFFECTIVE DATE

Write the date the insurance policy became effective for the vehicle (mm/dd/yy).

Expiration Date

EXPIRATION DATE

Write expiration date of the insurance policy stated on the insurance document.(mm/dd/yy). If no documentation exists, ask the driver to estimate the date.

Policy Number

POLICY NUMBER

Write the insurance company policy number.

Insurance Valid

INSURANCE APPEARS VALID	
<input type="checkbox"/> YES	<input type="checkbox"/> NO

Check the appropriate box. Mark “yes” if valid insurance is provided. Mark “no” if no insurance can be verified.

Agency/Agent that Sold Policy

AGENCY/AGENT THAT SOLD POLICY

Write the name of the insurance agent that provided the insurance for the vehicle as indicated on the card or by the driver.

Address

ADDRESS	PHONE ()
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Write the address of the insurance agency. DO NOT FORGET THE ZIP CODE. This is very important especially with large companies.

Phone

PHONE ()

Write the phone number including area code. It is critical to indicate a phone number for Financial Responsibility’s department in the Driver License Division.

VEHICLE NUMBER 2, 3, 4, etc.

VEH #	VIN#	LICENSE PLATE INFO	mm/yy	STATE	NUMBER	MAKE	MODEL	yyyy	OCCUPANT(S) #	
DRIVER	FIRST INITIAL LAST	STREET, CITY, STATE, ZIP PHONE ()								
DRIVER LICENSE	STATE NUMBER	CLASS	ENDORSEMENT(S)	RESTRICTION(S)	DATE OF BIRTH mm / dd / yyyy	AGE	CHARGE(S)	CITATION #		
OWNER	FIRST INITIAL LAST	STREET, CITY, STATE, ZIP PHONE ()								
CARRIER	COMMERCIAL VEHICLE INFO	NAME STREET, CITY, STATE, ZIP PHONE ()								
	US DOT #	CVSA INSPECTION #	GVWR / GVWR (check one) <input type="checkbox"/> 10,000 lbs or LESS <input type="checkbox"/> 10,001 - 26,000 lbs <input type="checkbox"/> MORE THAN 26,000 lbs		HAZ MAT RELEASED <input type="checkbox"/> YES <input type="checkbox"/> NO	HAZ MAT PLACARD # or NAME - CLASS		CARGO (Code)	PURPOSE <input type="checkbox"/> GOVT <input type="checkbox"/> PERSONAL <input type="checkbox"/> INTERSTATE <input type="checkbox"/> INTRASTATE	
#1 TRAILER LICENSE PLATE #	STATE	mm/yy	LENGTH	#2 TRAILER LICENSE PLATE #	STATE	mm/yy	LENGTH	#3 TRAILER LICENSE PLATE #	STATE	
SPEED	POSTED	POSTED ADVISORY	EST TRAVEL	EST IMPACT	ESTIMATED BY: <input type="checkbox"/> Officer <input type="checkbox"/> Driver <input type="checkbox"/> Occupant <input type="checkbox"/> Witness <input type="checkbox"/> None	SEQUENCE OF EVENTS (Codes 01 - 69)	FIRST EVENT	SECOND EVENT	THIRD EVENT	FOURTH EVENT
DAMAGE	ESTIMATED VEHICLE DAMAGE <input type="checkbox"/> \$1,000 or MORE <input type="checkbox"/> LESS THAN \$1,000		INSURANCE COMPANY			EFFECTIVE DATE	EXPIRATION DATE	POLICY NUMBER		
INSURANCE APPEARS VALID <input type="checkbox"/> YES <input type="checkbox"/> NO		AGENCY/AGENT THAT SOLD POLICY			ADDRESS		PHONE ()			

This section should be filled out exactly as described above for vehicle number one.

WORK ZONE

A work zone is an area of highway that contains construction, maintenance, or utility work activities. The work zone typically extends from the first advance warning sign to the END ROAD WORK sign, or the last traffic control device. Work zones may exist for short or long durations and may include stationary or moving activities. It is not necessary for workers or work vehicles to be present to be considered a work zone. Traffic control devices define a work zone.

A work zone crash is a traffic crash, including both collision and non-collision crashes, that has the First Harmful Event occurring:

- Within the boundaries of a work zone, or;
- On an approach to or exit from a work zone, when the crash results from an activity, behavior, or control related to the movement of the traffic units through the work zone.

A work zone crash excludes single vehicle crashes involving working vehicles not located in the trafficway. For example: 1) a maintenance truck strikes a highway worker inside the work site; 2) a utility worker repairing the electrical lines over the trafficway falls from the bucket of a cherry picker.

Work zones represent special hazards on the roadways. It is important to capture information about crashes occurring in and around roadway work. Collection of this information helps to make our roadways safer for drivers, their passengers, workers, and law enforcement officers who assist in monitoring work zone areas.

Work Zone Related

Work Zone Related?
<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown

Work zones represent special hazards on the roadways. It is important to capture information about crashes occurring in and around roadway work. This will help make these areas safer for workers and motorists alike.

Definition: A crash that occurs in or related to a construction, maintenance, or utility work zone, whether or not workers were actually present at the time of the crash. Work zone-related' crashes

may also include those involving motor vehicles slowed or stopped because of the work zone, even if the first event occurred before the first warning sign.

Check the appropriate box.

Note: In large work zone project areas especially on freeways, the zone may be several miles long.

Rationale: Important to assess the impact on traffic safety of various types of on-highway work activity, to evaluate Traffic Control Plans used at work zones, and to make adjustments to the Traffic Control Plans for the safety of workers and the traveling public. This data element needs to be collected at the scene because work zones are relatively short term or moving operations that are not recorded in permanent road inventory files.

Workers Present

Workers Present?
<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Unknown

Definition: When a work zone crash occurs, determine whether or not workers were actually present at the time of the crash.

Check the appropriate box whether or not workers were present at the time of the crash.

Note: If there is no work zone, then check the No Box.

Rationale: Important to assess the impact on traffic safety of various types of on-highway work activity when workers are present, to evaluate Traffic Control Plans used at work zones, and to make adjustments to the Traffic Control Plans for the safety of workers and the traveling public. This data element needs to be collected at the scene because work zones are relatively short term or moving operations that are not recorded in permanent road inventory files

Total # Lanes on Roadway

Total # of Lanes on Roadway

Definition: Total number of lanes in the roadway on which this motor vehicle was traveling.

- For undivided highways:
Total "thru" lanes in both directions (excluding designated turn lanes).
- For divided highways:
Total "thru" lanes for the roadway (on which the motor vehicle under consideration was traveling).

A divided highway is a facility that is continuously separated by either a barrier or a raised/depressed median between the opposing directions of traffic.

Write the number of lanes in one direction of the roadway if divided and total number of lanes if undivided roadway.

Rationale: Used in studying roadway safety issues as well as identifying the environment of a particular crash.

of Vehicles Involved

Vehicles Involved

Definition: The total number of motor vehicles (automobiles, single-unit trucks, truck combinations, motorcycles, etc.) that are involved in the crash. Total number of vehicles can be derived by counting the number of motor vehicles involved in a crash as indicated in Motor Vehicle Unit Type and Number V2, V3, V4, etc.

Write the number of vehicles involved in the crash.

Rationale: Provides for the user a count of the number of motor vehicles involved in the crash without having to count the number of motor vehicle records. This simplifies the use of the crash data file for producing reports in which the number of involved motor vehicles is needed.



Property Damage

Damage to Property Other than Vehicles (Name object and state nature)		
Name and Address of Owner of Object Struck	Phone ()	PROPERTY DAMAGE ESTIMATE <input type="checkbox"/> \$1,000 OR MORE <input type="checkbox"/> LESS THAN \$1,000

Damage to Property other than Vehicles

Damage to Property Other than Vehicles (Name object and state nature)

Write the name and nature of the object struck in the crash. If any light, power, or telephone pole was damaged, indicate the number of the pole along with description.

Note: Utah Power and Light and DOT addresses are located in most drop down boxes of the electronic versions.

Example: Light pole #P-135 (Indicate your estimate of the damage and check appropriate box.)

Name and Address of Owner of Object Struck

Name and Address of Owner of Object Struck	Phone ()
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State the name and address of the owner. Please make sure to include the zip code and phone number. Both are very important for the Financial Responsibility Department of Drivers License Division.

Property Damage Estimate

PROPERTY DAMAGE ESTIMATE <input type="checkbox"/> \$1,000 OR MORE <input type="checkbox"/> LESS THAN \$1,000

Estimate the cost of the damage to the property and check either '\$1000 or more' or 'Less than \$1000' damage.

WITNESSES INFORMATION

Write names, addresses, and phone numbers for persons who witnessed the crash in the spaces provided. Passengers in the vehicles involved in the crash should not be listed here, but should be shown under the passenger section. If additional space is needed, fill out the Additional Person Form.

WITNESSES		
Name _____	Address _____	Phone (____) _____
Name _____	Address _____	Phone (____) _____

Name

Print the witness' full name. Using first, middle (if available), and last.

Address

Write out the entire address including street, state and zip code.

Phone Number

Write the entire phone number. Be sure to include area code with the phone number.

LAW ENFORCEMENT ACTIVITY

Law Enforcement Activity

Time Notified of Crash []	Arrived at Scene []	Date Notified of Crash []/[]/[] mm dd yy	Investigation Completed []/[]/[] mm dd yy
Use Military Time			

Field Diagram	<input type="checkbox"/> Yes <input type="checkbox"/> No	Video	<input type="checkbox"/> Yes <input type="checkbox"/> No	Photo (s)	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Digital <input type="checkbox"/> Film
------------------	---	-------	---	-----------	---	---

Time Notified Of Crash

Time Notified of Crash

Enter the military time the officer was notified of crash.

Arrived At Scene

Arrived at Scene

Enter the military time officer arrived on scene.

Date Notified Of Crash

Date Notified of Crash

mm/dd/yy

Enter the date that the crash was reported. This will usually be the same as the date of the crash, but may differ for crashes occurring near midnight or crashes that are not witnessed. Use mm/dd/yy format for the date.

Investigation Completed

Investigation Completed

mm/dd/yy

Enter the date investigation was completed. Use mm/dd/yy format for the date.

FILE COPIES FOR FUTURE USE

Field Diagram	<input type="checkbox"/> Yes <input type="checkbox"/> No	Video	<input type="checkbox"/> Yes <input type="checkbox"/> No	Photo (s)	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Digital <input type="checkbox"/> Film
------------------	---	-------	---	-----------	---	---

This section is helpful to determine if diagrams, video(s), and photo(s) are available for use in investigations.

Field Diagram

Field	<input type="checkbox"/> Yes
Diagram	<input type="checkbox"/> No

Check the appropriate box to indicate if field diagram was completed for crash.

Video

Video	<input type="checkbox"/> Yes
	<input type="checkbox"/> No

Check the appropriate box to indicate if video was taken for crash.

Photo(S)

Photo (s)	<input type="checkbox"/> Yes	<input type="checkbox"/> Digital
	<input type="checkbox"/> No	<input type="checkbox"/> Film

Check the appropriate box to indicate if photographs were taken at crash. If photographs were taken, check appropriate box for digital or film format.

Report Type

<input type="checkbox"/> ORIGINAL REPORT	<input type="checkbox"/> ADDITIONAL PERSONS REPORT	<input type="checkbox"/> SUPPLEMENTAL REPORT	<input type="checkbox"/> AMENDED REPORT
State Law Requires a Reportable Crash Report to be Forwarded to Dept. of Public Safety Within 10 Days Following Completion of Investigation. Mail ORIGINAL REPORT TO: Driver License Division, 4501 South 2700 West, P.O.Box 30560, Salt Lake City, Utah 84130-0560			

Check the appropriate box:

Original Report
Additional Persons Report (new form)

Supplemental Report
Amended Report

The report should be marked “Original Report” if this is the first report filed after the initial investigation. Also Additional Persons Report should be marked if the form was used.

Reports should be marked “Supplemental Report” if additional information is being supplied that was not available at the time of the original report. Examples include information obtained later about the driver of a hit and run vehicle or drug and alcohol test results that became available after original report has been filed.

Reports should be marked “Amended Report” if information is being changed from what was submitted on the original report. An example of this situation is changing false information given by a driver at the time of the crash of which you became aware of at a later time.

Supplemental and Amended report(s) should at a minimum include information from the Original Report:

- Date of the Crash
- Location Information
- Name of Driver(s)
- Number of Vehicles Involved
- Box 1 (Crash Severity)

Write in the description on the back of the DI-9 what is being added, amended, or changed from the Original Report. A copy of the Original Report should be attached to Supplemental or Amended Reports.



SIDE ONE OF DI-9 OVERLAY

OVERLAY FIELDS

Front Side



Identified by FRONT SIDE graphic:

1. Crash Severity

1 Crash Severity	01 No injury/PDO	02 Possible injury	03 Suspected Minor Injury	04 Suspected Serious Injury	05 Fatal
------------------	------------------	--------------------	---------------------------	-----------------------------	----------

Definition: The severity of a crash is based on the most severe injury to any person involved in the crash.

It may be helpful to fill out the injury severity codes for all persons involved first. This will help you determine the most severe overall injury of the crash.

The following definitions will help you to determine the injury level of the persons involved in the crash.

Fatal Injury (K) (Attribute value = 5): fatal injury is any injury that results in death within 30 days after the motor vehicle crash in which the injury occurred. If the person did not die at the scene but died within 30 days of the motor vehicle crash in which the injury occurred, the injury classification should be changed from the attribute previously assigned to the attribute “Fatal Injury.”

Suspected Serious Injury (A) (Attribute value = 4): A suspected serious injury is any injury other than fatal which results in one or more of the following:

- Severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood
- Broken or distorted extremity (arm or leg)
- Crush injuries
- Suspected skull, chest or abdominal injury other than bruises or minor lacerations
- Significant burns (second and third degree burns over 10% or more of the body)
- Unconsciousness when taken from the crash scene
- Paralysis

Suspected Minor Injury (B) (Attribute value = 3): A minor injury is any injury that is evident at the scene of the crash, other than fatal or serious injuries. Examples include lump on the head, abrasions, bruises, minor lacerations (cuts on the skin surface with minimal bleeding and no exposure of deeper tissue/muscle).

Possible Injury (C) (Attribute value = 2): A possible injury is any injury reported or claimed which is not a fatal, suspected serious, or suspected minor injury. Examples include momentary loss of consciousness, claim of injury, limping, or complaint of pain or nausea. Possible injuries are those that are reported by the person or are indicated by his/her behavior, but no wounds or injuries are readily evident.

No Apparent Injury (O) (Attribute value = 1): No apparent injury is a situation where there is no reason to believe that the person received any bodily harm from the motor vehicle crash. There is no physical evidence of injury and the person does not report any change in normal function.

Enter the appropriate two-digit code for the most severe injured person in Box 1:

01 No Apparent Injury	02 Possible Injury
03 Suspected Minor Injury	04 Suspected Serious Injury
05 Fatal	

Rationale: Provides a classification of the severity of the crash for the user without having to search through the person-level records. This simplifies the use of the crash data file for producing reports by crash severity.

2. Motor Vehicle Body Type

2	Motor Vehicle Body Type	09	Truck Tractor	18	RV/Motor Home
01	Passenger Car (2 door)	10	Truck/Trailer	19	No Motor Vehicle (trailer only)
02	Passenger Car (4 door)	11	Heavy Truck Other	97	Other*
03	Station Wagon	12	Motorcycle	99	Unknown
04	Pickup	13	School Bus		
05	Sport Utility Vehicle	14	Bus/Motorcoach (not school)		
06	Van or Mini Van	15	Farm Equipment (combine, etc.)		
07	Single Unit Truck (2 axles, 6 tires)	16	Motorized Scooter/Moped, etc.		
08	Single Unit Truck (3 or more axles)	17	Off Road Vehicle (snowmobile, ATV, etc.)		

Definition: The category indicating the general configuration or shape of a motor vehicle distinguished by characteristics such as number of doors, rows of seats, windows, or roof line.

Determine the body style or type of vehicle: for example, 2-door, station wagon, pickup, etc. A bus is defined as a motor vehicle consisting primarily of a transport device designed for carrying more than eight persons per the regulations of the Federal Motor Carrier Safety Administration.

Enter the two-digit code describing the vehicle type for the each vehicle in Box 2:

01 Passenger Car (2 door)	09 Truck Tractor	17 Off Road Vehicle (snowmobile, ATV, etc.)
02 Passenger Car (4 door)	10 Truck/Trailer	18 RV/Motor Home
03 Station Wagon	11 Heavy Truck	19 No Motor Vehicle (trailer only)
04 Pickup	12 Motorcycle	97 Other* (Explain in Narrative)
05 Sport Utility Vehicle	13 School Bus	99 Unknown
06 Van or Mini Van	14 Bus/Motorcoach (not school)	
07 Single Unit Truck (2 axles, 6 tires)	15 Farm Equipment (combine, etc.)	
08 Single Unit Truck (3 or more axles)	16 Motorized Scooter/Moped, etc.	

NOTE: “Jeep” type, “Blazer” type, “Escalade” type vehicles should be coded as 05, Sport Utility Vehicles.

Rationale: Important to identify the specific type of motor vehicle involved in the crash for evaluation and comparison purposes.

3. Trailing Units

3	Trailing Unit(s)	04	Horse Trailer	09	Semi-Trailer - Triples
00	No Trailer/Attachment	05	Towed Motor Vehicle	10	Mobile Home
01	Utility Trailer	06	Combination - 2 or More	11	Farm Equipment/Trailer
02	Boat Trailer	07	Semi-Trailer - Single	97	Other*
03	Camping Trailer	08	Semi-Trailer - Doubles	99	Unknown

Determine the type of trailing unit. Enter the two-digit code describing the trailing unit type for each vehicle in Box 3:

00 No Trailer/Attachment	05 Towed Motor Vehicle	10 Mobile Home
01 Utility Trailer	06 Combination - 2 or More	11 Farm Equipment/Trailer
02 Boat Trailer	07 Semi-Trailer - Single	97 Other* (Explain in Narrative)
03 Camping Trailer	08 Semi-Trailer - Doubles	99 Unknown
	04 Horse Trailer	09 Semi-Trailer - Triples



4. Cargo Body Type

	4 Cargo Body Type		
4-Odd Veh.	96 Not Applicable	06 Auto Transporter	09 Flatbed
	01 Van/Enclosed Box	07 Concrete Mixer	10 Cargo Tank
	02 Hopper (grain, gravel, etc)	08 Garbage/Refuse	11 Pole
4-Even Veh.	03 Bus/Van (seats for 9 - 15 people, including driver)		12 Log Truck
	04 Bus (seats more than 15 people, including driver)		13 Dump
	05 Intermodal Container Chassis		97 Other*
			99 Unknown

Definition: The element relates to the type of body for commercial vehicles. If vehicle is not a commercial vehicle use code 96 (not applicable).

Enter the two-digit code describing the cargo body type for each vehicle in Box 4:

01 Van/Enclosed Box	09 Flatbed
02 Hopper (grain, gravel, etc)	10 Cargo Tank
03 Bus/Van (seats for 9 - 15 people, including driver)	11 Pole
04 Bus (seats more than 15 people, including driver)	12 Log Truck
05 Intermodal Container Chassis	13 Dump
06 Auto Transporter	96 Not Applicable
07 Concrete Mixer	97 Other*(Explain in Narrative)
08 Garbage/Refuse	99 Unknown

Rationale: This data element provides additional information about the motor vehicle, including all major cargo body types. The information it provides can be important in helping Utah Department of Transportation and FMCSA make decisions on regulatory strategies for different types of motor vehicles. This data element is collected at the scene because FMCSA requires reporting within 90 days.

5. Special Function of Motor Vehicle

	5 Special Function of Motor Vehicle	
5-Odd Veh.	00 None	06 Fire - Non-Emer
	01 Law Enforcement - Emer	07 Snowplow - In Use
	02 Law Enforcement - Non-Emer	08 Tow Truck - In Use
	03 Ambulance - Emer	09 Construction - In Use
5-Even Veh.	04 Ambulance - Non-Emer	99 Unknown
	05 Fire - Emer	

Definition: The type of special function (Emergency, Non-Emergency, In Use) being served by each vehicle at the time of the crash, regardless if the function is marked on the vehicle.

Determine the type of special function of each vehicle. If the vehicle has no special function, enter '00' for none.

Enter the two-digit code describing the special function type in Box 5:

00 None	06 Fire – Non-Emergency
01 Law Enforcement -Emergency	07 Snowplow - In Use
02 Law Enforcement – Non-Emergency	08 Tow Truck - In Use
03 Ambulance - Emergency	09 Construction - In Use
04 Ambulance – Non-Emergency	99 Unknown
05 Fire - Emergency	

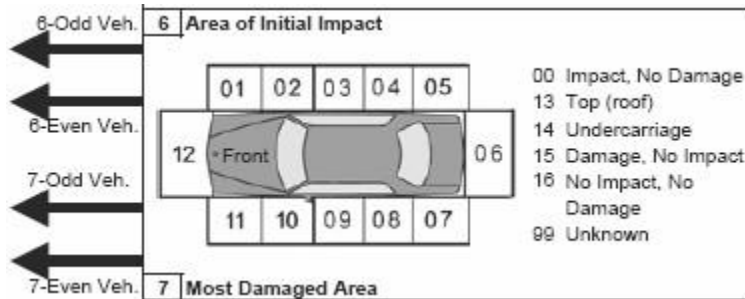
Rationale: Important to evaluate the outcome of vehicles used for special uses that are involved in crashes. Certain vehicles have special functions, such as law enforcement vehicles and ambulances.



DAMAGED AREAS

Boxes 6 and 7 are for the areas of damage to the motor vehicle caused by the crash. These areas include the areas of the motor vehicle that received the initial impact and the area that was most damaged.

6. Area of Initial Impact



Definition: The area of the motor vehicle that received the initial impact in the crash. This information is useful in determining the direction of the initial forces involved in a crash.

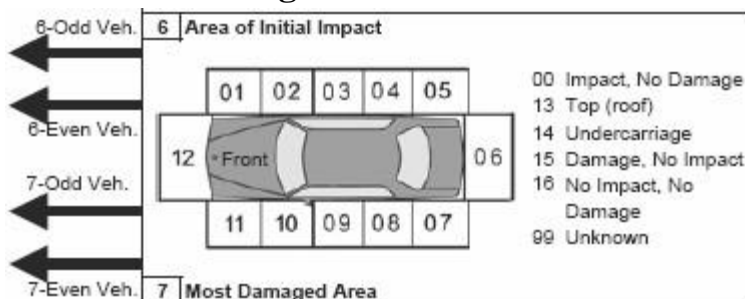
Use the two-digit codes from the diagram or the other codes listed to show the area of impact. (See Appendix XX for non passenger car vehicles, page XX).

Enter the code for the area of the vehicle that received the initial impact in Box 6:

00 Impact No Damage	14 Undercarriage	99 Unknown
01 – 12 (use diagram)	15 Damage, No impact	
13 Top (roof)	16 No Impact, No Damage	

Rationale: Important for use in evaluating injury severity in relation to motor vehicle impact and crash severity.

7. Most Damaged Area



Definition: The area of the vehicle that received the most damage.

This information is important when assessing the likelihood of receiving an injury for passengers sitting in different parts of the vehicle. Often, the area of initial impact and most damaged area will be the same. However, this is not always true.

Enter the two-digit code from the diagram or other codes listed for the most damaged area of each vehicle in Box 7:

00 Impact, No Damage	14 Undercarriage	99 Unknown
01 – 12 (use diagram)	15 Damage, No impact	
13 Top (roof)	16 No Impact, No Damage	

8. Extent of Deformity for Most Damaged Area

8-Odd Veh.	8	Extent of Deformity for Most Damaged Area
	00	None
	01	Minor
8-Even Veh.	02	Moderate
	03	Severe
	99	Unknown

Definition: Estimation of total damage to motor vehicle from crash. Disabling damage implies damage to the motor vehicle that is sufficient to require the motor vehicle to be towed or carried from the scene.

Estimate the level of deformity sustained by this motor vehicle caused by the crash. This information is useful in estimating the forces involved in the crash and estimating the likelihood of injury for passengers in the motor vehicle.

None – No visible damage to the motor vehicle

Minor – Damage which does not affect the operation of or disable the motor vehicle in transport and is mostly cosmetic in nature

Moderate – Damage that is between minor and severe

Severe – Intrusion of damage into the passenger compartment.

Enter the appropriate two-digit code for each vehicle in the Box 8:

00	None	02	Moderate	99	Unknown
01	Minor	03	Severe		

Rationale: Standardizing the extent of damage a motor vehicle sustains in a crash is key to consistent collection of crash data.

9. Alcohol/Drug Use Suspected

9-Odd Veh.	9	Alcohol/Drug Use Suspected
	00	None
	01	Alcohol
9-Even Veh.	02	Drugs
	03	Both
	99	Unknown

Definition: Driver involved in the crash suspected by law enforcement to have used alcohol or drugs. This element does not require that a test be given. Includes both alcohol/drug use under the legal limit and at or over the legal limit.

Enter the appropriate two-digit code for the alcohol/drug use suspected for each driver in Box 9.

00	None	03	Both
01 02	Alcohol	99	Unknown

Rationale: Alcohol and drug-related crashes remain a serious traffic safety problem. Identifying crashes in which alcohol or drugs may have been involved will help evaluate the effectiveness of programs to decrease the incidence of drunk driving or driving under the influence of drugs or to identify problem areas. This data provides another way for the data user to easily identify alcohol or drug-related crashes without having to search through person level records.

10. Alcohol/Drug Test

10-Odd Veh.	10	Alcohol/Drug Test
	00	Not Given
	01	Refused
	02	Alcohol
	03	Drug
10-Even Veh.	04	Both
	97	Other*

Definition: Indication of alcohol or drug test given.

Enter appropriate two-digit code to indicate if which test(s) were given either at the crash or if the driver was transported to a testing site for test administration in Box10:

00	Not Given	03	Drug
01	Refused	04	Both
02	Alcohol	97	Other*

Rationale: Alcohol remains the most prevalent drug involved in motor vehicle crashes. Capturing alcohol concentration whenever a driver or non-motorist is tested will provide an accurate assessment of the role of alcohol involvement. Identifying drug-related crashes help develop and evaluate programs directed at reducing their involvement. Whenever evidence of other drug use is available, it should be captured.

11. Test Results

11-Odd Veh.	11	Test Results
	96	Not Applicable
	01	Alcohol-Pos.
	02	Drug-Pos.
	03	Both-Pos.
11-Even Veh.	04	Negative
	05	Pending

Definition: General results of alcohol or drug test(s).

Often an officer will have to file an amendment for test results due to the nature of time needed for results to become available. The actual BAC results are recorded on the back of the form in the Person(s) Involved section.

Enter the appropriate two-digit code for the alcohol and/or drug test results in Box 11:

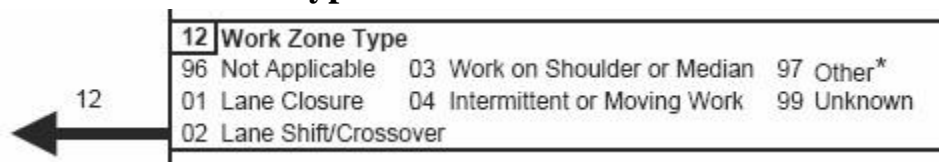
96	Not Applicable	02	Negative
01	Positive	03	Pending

WORK ZONE

A work zone is an area of highway that contains construction, maintenance, or utility work activities. The work zone typically extends from the first advance warning sign to the END ROAD WORK sign, or the last traffic control device. Work zones may exist for short or long durations and may include stationary or moving activities. It is not necessary for workers or work vehicles to be present to be considered a work zone. Temporary traffic control devices define a work zone.

Work zones represent special hazards on the roadways. It is important to capture information about crashes occurring in and around roadway work. Collection of this information helps to make our roadways safer for drivers, their passengers, workers, and law enforcement officers who assist in monitoring work zone areas.

12. Work Zone Type



12 Work Zone Type		
96 Not Applicable	03 Work on Shoulder or Median	97 Other*
01 Lane Closure	04 Intermittent or Moving Work	99 Unknown
02 Lane Shift/Crossover		

Definition: The general type of work zone present at the crash location.

A Lane Shift/Crossover means that the number of lanes remains the same but traffic is shifted from the normal lanes. This includes two-way traffic on freeways.

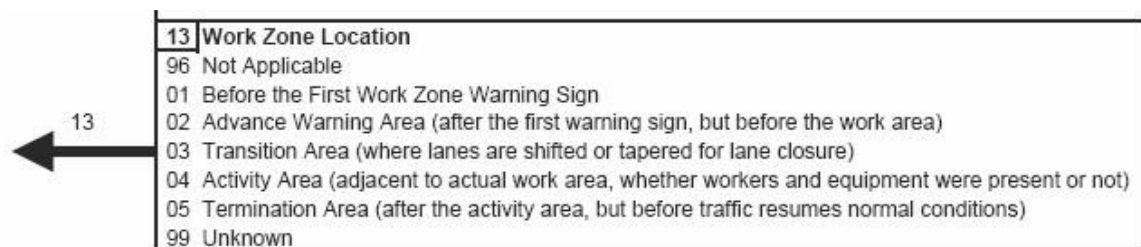
Intermittent Work is an operation where work stops at multiple locations along the highway, but for short durations. Moving Work is an operation where work does not stop along the highway, usually moving at slow speeds.

If there is no work zone enter Code 96 Not Applicable.

Enter the appropriate two-digit code for the crash location in Box 12:

96	Not Applicable	04	Intermittent or Moving Work
01	Lane Closure	97	Other*
02	Lane Shift/Crossover	99	Unknown
03	Work on Shoulder or Median		

13. Work Zone Location



13 Work Zone Location	
96 Not Applicable	
01 Before the First Work Zone Warning Sign	
02 Advance Warning Area (after the first warning sign, but before the work area)	
03 Transition Area (where lanes are shifted or tapered for lane closure)	
04 Activity Area (adjacent to actual work area, whether workers and equipment were present or not)	
05 Termination Area (after the activity area, but before traffic resumes normal conditions)	
99 Unknown	

Definition: The location of the crash with respect to the work zone.

Work zones have four general areas as described in Codes 02 through 05. If there is no work zone enter Code 96 Not Applicable.

Enter the appropriate two-digit code for the location crash in Box 13:

96	Not Applicable
01	Before the First Work Zone Warning Sign
02	Advance Warning Area (after the first warning sign, but before the work area)

- 03 Transition Area (where lanes are shifted or tapered for lane closure)
 04 Activity Area (adjacent to actual work area, whether workers and equipment were present or not) 05 Termination
 Area (after the activity area, but before traffic resumes normal conditions)
 99 Unknown

Rationale: Knowing where the crash occurred in the work zone helps in improving the safety of work zones.



14. Direction of Vehicle Travel

14 Direction of Vehicle Travel		
01 Northbound	96 Not Applicable	14-Odd Veh.
02 Southbound	(immobile from previous	
03 Eastbound	crash, stuck, etc).	14-Even Veh.
04 Westbound	99 Unknown	
05 Not on Roadway (also for parked		
motor vehicle)		

Definition: The direction of a motor vehicle's travel on the roadway before the crash.

Enter the appropriate two-digit code for the direction that best describes the direction of vehicle travel prior to the crash in Box 14:

- 01 Northbound 05 Not on Roadway (also for parked motor vehicle) 02 Southbound 96
 Not Applicable (immobile from previous crash, stuck, etc).
 03 Eastbound 99 Unknown
 04 Westbound

Rationale: Important to indicate direction the motor vehicle was traveling before the crash for evaluation purposes.

15. Vehicle Contributing Circumstances

15 Vehicle Contributing Circumstances			
00 None	07 Headlights	14 Cargo	15-Odd Veh.
01 Brakes	08 Signal Lights	15 Fuel System	
02 Steering	09 Tail Lights	16 Mirrors	15-Even Veh.
03 Power Train	10 Horn	17 Wipers	
04 Suspension	11 Windows/Windshield	18 Body, Doors, Hood	
05 Tires	12 Wheels	97 Other*	
06 Exhaust	13 Trailer Hitch	99 Unknown	

Definition: Pre-existing motor vehicle defects or maintenance conditions that may have contributed to the crash.

Indicate any preexisting motor vehicle defects or maintenance conditions that may have contributed to the crash. If more than one condition exists, enter the one that most directly contributed to the crash.

Enter the appropriate two-digit code for each vehicle in Box 15:

- 00 None 07 Headlights 14 Cargo
 01 Brakes 08 Signal Lights 15 Fuel System
 02 Steering 09 Tail Lights 16 Mirrors

03	Power Train	10	Horn	17	Wipers	
04	Suspension	11	Windows/Windshield	18	Body, Doors, Hood	
05	Tires	12	Wheels	97	Other*	
06	Exhaust	13	Trailer Hitch	99	Unknown	

Rationale: Important for determining the significance of pre-existing problems, including equipment and operation, in motor vehicles involved in crashes that could be useful in determining the need for improvements in manufacturing and consumer alerts.

16. Driver Condition

16 Driver Condition			16-Odd Veh.
01 Normal	04 Exceeded HOS Limits	06 Emotional	→
02 Illness	05 Under the Influence of Alcohol/Drugs/Medications	97 Other*	
03 Fatigue/Asleep		99 Unknown	16-Even Veh. →

Definition: Any relevant condition of the driver that is directly related to the crash.

If more than one condition exists, enter the one that most directly contributed to the crash.

Enter the appropriate two-digit code for each driver involved in crash in Box 16:

01	Normal	05	Under the Influence of			
02	Illness	Alcohol/Drugs/Medications				
03	Fatigue/Asleep	06	Emotional	04	Exceeded HOS Limits	97 Other*
				99	Unknown	

Rationale: Important for evaluating the effect that driver fatigue, medications/ alcohol/drugs/other conditions have on crashes.

17. Driver Contributing Circumstances

17 Driver Contributing Circumstances			
00 None	08 Disregard Traffic Signals	16 Improper Backing	→
01 Exceeded Posted Speed Limit	09 Disregard Road Markings	17 Improper Signal	
02 Too Fast for Conditions	10 Swerved or Evasive Action	18 Improper Passing	→
03 Failed to Yield Right-of-Way	11 Followed too Closely	19 Improper Turn	
04 Failed to Keep in Proper Lane	12 Reckless/Aggressive	20 Hit and Run	→
05 Improper Lane Change	13 Wrong Side/Wrong Way	21 Street Racing	
06 Over-Correcting/Over-Steering	14 Improper Parking/Stopping	97 Other*	→
07 Disregard Traffic Signs	15 Ran Off Road	99 Unknown	

Definition: The actions by the driver that may have contributed to the crash. This data element is based on the judgment of the law enforcement officer investigating the crash and need not match any citations given.

There are two boxes for each driver. If there is only one contributing circumstance for a driver, mark 00 None in the second box. This is the only code box containing primary and secondary contributing circumstances. Odd-numbered vehicle codes will be in the upper two boxes and even-numbered vehicle codes will be in the lower two boxes.

For example a vehicle may be 02 (too fast for conditions) and 10 (followed too closely).

Enter the primary two-digit code first and the secondary two-digit code second in Boxes 17a and 17 b:

00	None	12	Reckless/Aggressive
01	Exceeded Posted Speed Limit	13	Wrong Side/Wrong Way
02	Too Fast for Conditions	14	Improper Parking/Stopping
03	Failed to Yield Right-of-Way	15	Ran Off Road
04	Failed to Keep in Proper Lane	16	Improper Backing

05	Improper Land Change	17	Improper Signal
06	Over-Correcting/Over-Steering	18	Improper Passing
07	Disregard Traffic Signs	19	Improper Turn
08	Disregard Traffic Signals	20	Hit and Run
09	Disregard Road Markings	21	Street Racing
10	Swerved or Evasive Action	97	Other*
11	Followed too Closely	99	Unknown

Rationale: Important for evaluating the effect that dangerous driver behavior has on crashes.

18. Vehicle Maneuver

18 Vehicle Maneuver			
01 Straight Ahead	07 Making U-turn	13 Parked	18-Odd Veh.
02 Backing	08 Leaving Traffic Lane	14 Parking Maneuvers	
03 Changing Lanes	09 Entering Traffic Lane	97 Other*	18-Even Veh.
04 Overtaking/Passing	10 Stopped in Traffic Lane	99 Unknown	
05 Turning Right	11 Slowing in Traffic Lane		
06 Turning Left	12 Immobile From Previous Crash		

Definition: The controlled maneuver for this motor vehicle prior to the beginning of the sequence of events.

Enter the appropriate two-digit code for the controlled maneuver for each motor vehicle prior to the beginning of the sequence of events in Box 18:

01	Straight Ahead	09	Entering Traffic Lane
02	Backing	10	Stopped in Traffic Lane
03	Changing Lanes	11	Slowing in Traffic Lane
04	Overtaking/Passing	12	Immobile From Previous Crash
05	Turning Right	13	Parked
06	Turning Left	14	Parking Maneuvers
07	Making U-turn	97	Other*
08	Leaving Traffic Lane	99	Unknown

Rationale: Important for evaluation purposes, particularly when combined with sequence of events.

19. Driver Distraction

19 Driver Distraction			
00 None	03 Other Electronic Device		19-Odd Veh.
01 Cell Phone	04 Passengers		
02 Radio/CD/DVD etc.	97 Other*	99 Unknown	19-Even Veh.

Definition: Distractions that may have influenced the driver performance. This element focuses on distractions inside the vehicle prior to the crash.

Use code 97 Other* to explain in the Narrative if the distraction occurred outside the vehicle.

Enter the appropriate two-digit code for each vehicle in Box19:

00	None	04	Passengers
01	Cell Phone	97	Other* (Explain in Narrative)
02	Radio/CD/DVD etc.	99	Unknown
03	Other Electronic Device		

Rationale: Important for evaluating the effect that driver behavior has on crashes. Any items that may have distracted the driver in a way that may have influenced driver performance. The

distractions can occur inside the motor vehicle (internal) or outside the motor vehicle (external).



20. Traffic Control Device

20 Traffic Control Device	07 HOV Lane	
00 None	08 Ramp Metering - Active	
01 Traffic Control Signal	09 School Zone	20-Odd Veh.
02 Flashing Traffic Control Signal	10 School Zone Reduced Speed - Active	
03 Stop Sign	11 Railroad Crossing-No Signal	
04 Yield Sign	12 Railroad Crossing-Signal/Gate	20-Even Veh.
05 Warning Sign	97 Other*	
06 Flagger or Officer	99 Unknown	

Definition: The type of traffic control device (TCD) applicable to the motor vehicle at the crash location.

Enter the appropriate two-digit code for each vehicle in Box 20:

00	None	08	Ramp Metering – Active
01	Traffic Control Signal	09	School Zone
02	Flashing Traffic Control Signal	10	School Zone Reduced Speed – Active
03	Stop Sign	11	Railroad Crossing-No Signal
04	Yield Sign	12	Railroad Crossing-Signal/Gate
05	Warning Sign	97	Other*
06	Flagger or Officer	99	Unknown
07	HOV Lane		

Rationale: Needs to be collected at scene because the presence of specific devices is better verified at the time of the crash. Important for ascertaining the use of various traffic control devices (TCD) and crashes, and identifying the need for upgraded TCDs at specific crash locations. These can include flashing signals, school zones, stop, yield warning, railway crossing signs/signals, etc.

21. Roadway Description

21 Roadway Description	
01 Two-Way, Not Divided	21-Odd Veh.
02 Two-Way, Not Divided With a Continuous Left Turn Lane	
03 Two-Way, Divided, Unprotected Median	
04 Two-Way, Divided, Positive Median Barrier	21-Even Veh.
05 One-Way	
99 Unknown	

Definition: Indication of whether or not the trafficway for this vehicle is divided and whether it serves one-way or two-way traffic. A divided highway is a facility that is continuously separated by either a barrier or a raised/depressed median between the opposing directions of traffic.

The part of a trafficway designed, improved, and ordinarily used for motor vehicle travel, or where various classes of motor vehicles are segregated, that part of a traffic way used by a particular class.

Enter the appropriate two-digit code for each vehicle involved in crash in Box 21:

01	Two-Way, Not Divided	04	Two-Way, Divided, Positive Median Barrier
02	Two-Way, Not Divided With a Continuous Left Turn Lane	05	One-Way
		99	Unknown

Rationale: Used in classifying crashes and identifying the environment of a crash. Note that the data must be collected by the reporting officer at the scene. It is not derived from road data such as classification or route. Important to guide future trafficway design and traffic control. Separate roadways may be provided for northbound southbound traffic (as well as eastbound and westbound) or for trucks and automobiles. Bridle paths, bicycle paths, and shoulders are not included in this definition.

22. Manner of Collision (TWO OR MORE MOTOR VEHICLES)

22 Manner of Collision (two or more motor vehicles)		
96 Not Applicable	04 Sideswipe Same Direction	22
01 Angle	05 Sideswipe Opposite Direction	
02 Front to Rear	06 Parked Vehicle	
03 Head On (front-to-front)	07 Rear to Side	
	08 Rear to Rear	
	99 Unknown	

Definition: The identification of the manner in which two motor vehicles in transport initially came together without regard to the direction of force. This data element refers only to crashes where the first harmful event involves a collision between two motor vehicles in transport. Must be at least two motor vehicles involved in the crash.

Identify the manner in which two (or more) motor vehicles in transport initially came together without regard to direction of force. **Use code 96 Not Applicable for single vehicle crashes.**

When more than two motor vehicles are involved, enter the *Manner of Collision* code for the two vehicles involved in the initial or first collision.

Enter the appropriate two-digit code in Box 22:

96	Not Applicable	05	Sideswipe Opposite Direction
01	Angle	06	Parked Vehicle
02	Front to Rear	07	Rear to Side
03	Head On (front-to-front)	08	Rear to Rear
04	Sideswipe Same Direction	99	Unknown

Rationale: Important for evaluation of occupant injuries and structural defects. This data element can be used in conjunction with Motor Vehicle Maneuver/Action to describe the crash.

23. Roadway Contributing Circumstances

23 Roadway Contributing Circumstances	
00 None	97 Other*
01 Debris	99 Unknown
02 Rut, Hole, Bump	
03 Road Surface Condition (wet, icy, snow, slush, etc.)	
04 Work Zone (construction/maintenance/utility)	
05 Worn, Travel-Polished Surface	
06 Traffic Control Device (inoperative, missing, or obscured)	
07 Shoulder (none, low, soft, high)	
08 Animal Caused Evasive Action	
09 Non-Motorist Caused Evasive Action	
10 Non-Contact Vehicle Caused Evasive Action	
11 Obstruction from Previous Crash	

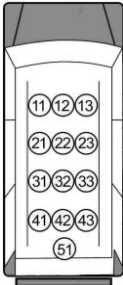
Definition: Apparent condition of the roadway which may have contributed to the crash.

Use only one code for the entire crash. If more than one condition exists, enter the one that most directly contributed to the crash.

Enter the appropriate two-digit code in Box 23:

00	None	06	Traffic Control Device (inoperative, missing, or
01	Debris		obscured)
02	Rut, Hole, Bump	07	Shoulder (none, low, soft, high)
03	Road Surface Condition (wet, icy, snow,	08	Animal Caused Evasive Action
	slush, etc.)	09	Non-Motorist Caused Evasive Action
04	Work Zone	10	Non-Contact Vehicle Caused Evasive Action
	(construction/maintenance/utility)	11	Obstruction from Previous Crash
	Surface	05	Worn, Travel-Polished
	97		Other*
		99	Unknown

*Rationale: Important to determine highway maintenance and possible engineering needs.
This is any apparent condition of the road which may have contributed to the crash.*

**SEATING POSITION**

11 - Motorcycle Driver
21 - Motorcycle Passenger
18 - Front Row Other
28 - Second Row Other
38 - Third Row Other
48 - Fourth Row Other

50 - Sleeper Section of Cab (Truck)
51 - Enclosed Cargo Area
52 - Unenclosed Cargo Area
54 - Trailing Unit
55 - Riding on Vehicle Exterior
56 - Seating Position 11, Not Driver

57 - Right Side Driver
60 - Non-Motorist
97 - Other*
99 - Unknown

EMS Time Called:

EMS Time Arrived:

Disposition of
Vehicle #

TOWED BY:

Disposition of
Vehicle #

TOWED BY:

Person Type

Seating Position

Sex

Level

Area

Cause

INJURY

Transported By

Safety Equipment

Used Properly

Air Bag

Ejection

Ejection Path

Extrication

PERSON(S) INVOLVED

VEH
#

DRIVER

Transported to:

BAC

VEH
#

DRIVER

Transported to:

BAC

VEH
#

Name

DOB

Age

Transported to:

BAC

Address

Phone ()

VEH
#

Name

DOB

Age

Transported to:

BAC

Address

Phone ()

VEH
#

Name

DOB

Age

Transported to:

BAC

Address

Phone ()

VEH
#

Name

DOB

Age

Transported to:

BAC

Address

Phone ()

DIAGRAM of CRASH☐ NO DIAGRAM - Reason: _____

1. Officer not at scene

2. Vehicles moved

3. Other _____

DLD#

Indicates
Direction
of North

DESCRIBE WHAT HAPPENED

(Refer to Vehicle by Number)

OFFICER'S RANK AND NAME

I.D. #

DEPARTMENT

CASE NUMBER

SUPERVISOR'S APPROVAL

DATE OF REPORT

PRINT

SIDE TWO OF DI-9 CRASH FORM OVERLAY

DRIVER AND PERSONS INJURED INFORMATION (Back Page, Upper Right)											
Person Type		04 Pedalcyclist		Sex		M Male		Transport By		04 Law Enforcement	
01 Driver		05 Scooter/Skater		F Female		01 Not Transported		05 Private Vehicle		Ejection	
02 Passenger		97 Other*		U Unknown		02 Ambulance		97 Other*		00 Not Ejected	
03 Pedestrian		99 Unknown				03 Helicopter		99 Unknown		01 Totally Ejected	
Injury Level				Injury Area				Safety Equipment		96 Not Applicable (motorcycle, snowmobile, pedestrian, pedalcyclist, etc.)	
01 No Injury				00 None		05 Abdomen/Pelvis		00 None		99 Unknown	
02 Possible Injury				01 Head		06 Spine		01 Lap & Shoulder Belt		08 Helmet Plus Other	
03 Non-Incapacitating Injury				02 Face		07 Upper Extremity		02 Shoulder Belt Only		97 Other*	
04 Incapacitating Injury				03 Neck		08 Lower Extremity		03 Lap Belt Only		99 Unknown	
05 Fatal				04 Chest		99 Unknown		04 Child Restraint - Forward Facing		Ejection Path	
Injury Cause				Disposition of Vehicle				05 Child Restraint - Rear Facing		96 Not Applicable 97 Other*	
00 None		Other Interior		01 Retained by Driver				Used Properly		01 Windshield 99 Unknown	
01 Steering Wheel		06 Vehicle Exterior		02 Towed/Disabled				01 Yes 02 No 99 Unknown		02 Side Window/Door	
02 Dash/Windshield		07 External Object		03 Towed/Impounded				Air Bag		03 Rear Window/Door	
03 Airbag		97 Other*		04 Towed Other				00 None		Extrication	
04 Seatbelt		99 Unknown		05 Hit and Run				01 Not Deployed		01 Not Extricated	
05 Roof								02 Deployed - Front		02 Extricated	
								03 Deployed - Side		99 Unknown	
24 Visual Contributing Circumstances						30 Non-Motorist Action					
00 None						96 Not Applicable					
01 Weather Condition						05 Cycling 97 Other*					
02 Physical Obstruction						01 Entering or Crossing Road					
03 Windshield or Other Window Obscured						02 Walking, Running, Jogging, Playing, etc.					
04 Trees, Crops, Bushes, Other Vegetation						03 Approaching or Leaving Motor Vehicle					
05 Parked Vehicle(s)						04 Standing, Lying, Sitting					
06 Signs, Billboards, etc.						09 Alcohol/Drugs					
25 Weather Condition						31 Non-Motorist Contributing Circumstances					
01 Clear 04 Snowing 07 Fog, Smog 99 Unknown						96 Not Applicable 05 Inattentive					
02 Cloudy 05 Blowing Snow 08 Severe Crosswinds						00 None 06 Failure to Obey Traffic Signs, Signals, or Officer					
03 Rain 06 Sleet, Hail 09 Blowing Sand, Soil, Dirt						01 Improper Crossing 07 Failure to Yield Right-of-Way					
						02 Daring 08 In Roadway (standing, on knees, lying, etc.)					
						03 Wrong Side of Road 97 Other*					
						04 Not Visible 99 Unknown					
26 Light Condition						32 Non-Motorist Location					
01 Daylight 04 Dark - Unknown Lighting 99 Unknown						96 Not Applicable 08 Shoulder 97 Other*					
02 Dark - Lighted 05 Dawn						01 Marked Crosswalk at Intersection 09 Island 99 Unknown					
03 Dark - Not Lighted 06 Dusk						02 Unmarked Crosswalk at Intersection 10 Sidewalk					
						03 Mid-Block Crosswalk 11 Roadside					
						04 School Crosswalk at Intersection 12 Dedicated Bike Path					
						05 Mid-Block School Crosswalk 13 Shared Use Path/Trail					
						06 In Roadway (no crosswalk or intersection) 14 Outside Right-of-Way					
						07 Median (not on shoulder) 15 Inside Building					
27 Roadway Surface Condition						33 Horizontal Alignment					
01 Dry 07 Mud						01 Straight 02 Curve 99 Unknown					
02 Wet 08 Sand, Dirt, Gravel											
03 Snow 09 Oil											
04 Slush 97 Other*											
05 Ice 99 Unknown											
06 Water (standing, moving)											
28 Roadway/Junction Feature						34 Vertical Alignment					
Non-Intersection						Intersection					
00 No Special Feature/Junction						20 4-Leg Intersection					
01 Bridge (overpass/underpass)						21 T-Intersection					
02 Railroad Crossing						22 Y-Intersection					
03 Business Drive						23 5-Leg or More Intersection					
04 Farm/Residential Drive						24 Roundabout					
05 Alley						25 Ramp Intersection With Crossroad					
06 Crossover in Median						26 Bike/Ped Path Intersection					
07 On-Ramp Merge Area											
08 Off-Ramp Diverge Area						97 Other*					
09 On-Ramp						99 Unknown					
10 Off-Ramp											
29 Road Jurisdiction						35 Pavement Type					
01 State (I, US, SR)						01 Concrete 04 Dirt					
02 County						02 Asphalt (blacktop) 97 Other*					
03 City						03 Gravel, Stone 99 Unknown					
04 Federal (NP, BLM, FS, etc)											
29 Road Jurisdiction						36 Location of First Harmful Event					
01 State (I, US, SR)						01 On Roadway 06 In Parking Lane or Zone					
02 County						02 Shoulder 07 Off Roadway, Location Unknown					
03 City						03 Median 08 Outside Right-of-Way					
04 Federal (NP, BLM, FS, etc)						04 Gore 99 Unknown					
						05 Roadside (outside of shoulder)					
Sequence of Events (codes 01 - 96 only)						37 First Harmful Event (codes 07 - 69 only)					
Most Harmful Event (

BACK SIDE OF REPORT FORM REQUIRES THE FOLLOWING INFORMATION:

- 🕒 EMS INFORMATION
- 🕒 DISPOSITION OF VEHICLE(S)
- 🕒 DRIVER(S) AND PERSON(S) INVOLVED INFORMATION
- 🕒 CRASH DIAGRAM
- 🕒 CRASH DESCRIPTION
- 🕒 INVESTIGATING OFFICER INFORMATION 🕒 BACK PAGE OVERLAY BOXES:
 - 24 – Visual Contributing Circumstances
 - 25 – Weather Condition
 - 26 – Light Condition
 - 27 – Roadway Surface Condition
 - 28 – Roadway/ Junction Feature
 - 29 – Road Jurisdiction
 - 30 – Non- Motorist Action
 - 31 – Non-Motorist Contributing Circumstances
 - 32 – Non-Motorist Location
 - 33 – Horizontal Alignment
 - 34 – Vertical Alignment
 - 35 – Pavement Type
 - 36 – Location of First Harmful Event
 - 37 – First Harmful Event (codes (07 – 69 only)

DRIVER(S) & PERSON(S) INVOLVED INFORMATION

EMS Time Called

EMS Time Called:

Indicate the military time Emergency Medical Services were called by officer, dispatch, or witness. If EMS was not called please put a dash.

EMS Time Arrived

EMS Time Arrived:

If EMS was called, please indicate using military time when EMS arrived on scene.

Disposition of Vehicle

Disposition of Vehicle #	TOWED BY:
Disposition of Vehicle #	TOWED BY:

Disposition of Vehicle
 01 Retained by Driver
 02 Towed/Disabled
 03 Towed/Impounded
 04 Towed Other
 05 Hit and Run
 96 Not Applicable

information are needed:

- Enter the number of each vehicle from the front of the form.
- Enter the appropriate two-digit code located on back of the overlay in the Driver(s) and Person(s) Involved Information box (middle lower section):

01	Retained by Driver	05	Hit and Run
02	Towed/Disabled	96	Not Applicable
03	Towed/Impounded	04	Towed Other

- If the vehicle was towed, please enter the company or private party which towed the vehicle.

This information is especially important for motor carrier data users.

DRIVER(S) AND PERSON(S) INVOLVED INFORMATION

Information to complete this part of the DI-9 form is found on the back side of the overlay at the top.

DRIVER(S) AND PERSON(S) INVOLVED INFORMATION (Back Page, Upper Right)					
Person Type 01 Driver 02 Passenger 03 Pedestrian	04 Pedalcyclist 05 Scooter/Skater 97 Other* 99 Unknown	Sex M Male F Female U Unknown	Transport By 01 Not Transported 02 Ambulance 03 Helicopter	04 Law Enforcement 05 Private Vehicle 97 Other* 99 Unknown	Ejection 00 Not Ejected 01 Totally Ejected 02 Partially Ejected 96 Not Applicable (motorcycle, snowmobile, pedestrian, pedalcyclist, etc.) 99 Unknown
Injury Level 01 No Injury 02 Possible Injury 03 Non-Incapacitating Injury 04 Incapacitating Injury 05 Fatal	Injury Area 00 None 01 Head 02 Face 03 Neck 04 Chest	05 Abdomen/Pelvis 06 Spine 07 Upper Extremity 08 Lower Extremity 99 Unknown	Safety Equipment 00 None 01 Lap & Shoulder Belt 02 Shoulder Belt Only 03 Lap Belt Only 04 Child Restraint - Forward Facing 05 Child Restraint - Rear Facing	06 Booster Seat 07 Helmet 08 Helmet Plus Other 97 Other* 99 Unknown	Ejection Path 96 Not Applicable 01 Windshield 02 Side Window/Door 03 Rear Window/Door
Injury Cause 00 None 01 Steering Wheel 02 Dash/Windshield 03 Airbag 04 Seatbelt 05 Roof	06 Other Interior 07 Vehicle Exterior 08 External Object 97 Other* 99 Unknown	Disposition of Vehicle 01 Retained by Driver 02 Towed/Disabled 03 Towed/Impounded 04 Towed Other 05 Hit and Run 96 Not Applicable	Used Properly 01 Yes 02 No	96 Not Applicable 99 Unknown	Extrication 01 Not Extricated 02 Extricated 99 Unknown
			Air Bag 00 None 01 Not Deployed 02 Deployed - Front 03 Deployed - Side	04 Deployed - Other 05 Deployed - Combination 06 Deactivated 07 Missing 99 Unknown	

Information is needed for each driver, passenger, and non-motorist (i.e. pedestrian, bicyclist, etc.) involved in a crash. The person data elements describe the characteristics, actions, and consequences to the persons involved in the crash.

PERSON(S) INVOLVED	VEH #	DRIVER	Transported to:	BAC	Person Type	Seating Position	Sex	INJURY			Transported By	Safety Equipment	Used Property	Air Bag	Ejection	Ejection Path	Extrication
								Level	Area	Cause							
	VEH #	DRIVER	Transported to:	BAC													
	VEH #	DRIVER	Transported to:	BAC													
	VEH #	Name	DOB	Age	Transported to:			BAC									
	#	Address Phone ()															
	VEH #	Name	DOB	Age	Transported to:			BAC									
	#	Address Phone ()															
	VEH #	Name	DOB	Age	Transported to:			BAC									
	#	Address Phone ()															
	VEH #	Name	DOB	Age	Transported to:			BAC									
	#	Address Phone ()															
	VEH #	Name	DOB	Age	Transported to:			BAC									
	#	Address Phone ()															

DRIVER INFORMATION

You will **NOT** need to fill out the driver's Name, Date of Birth (DOB), Age or Address in this section. (It should be filled out on the front side in the driver section of the vehicle.)

Vehicle

VEH
#

Definition: Unique number assigned for crash to motor vehicle occupant(s).

Enter the number of the vehicle in which the person was occupant. It is important to match each person to the correct vehicle.

If the person involved in the crash is a non-motorist, enter 0 for the vehicle number. (This is a major change from the previous form).

Rationale: Important to link occupants back to motor vehicles in which they were riding.

Necessary, for example, to evaluate the effect motor vehicle type and specific make /model have on occupant protection effectiveness and injury status.

Transported To

Transported to:

This box collects the name of the medical facility to which the injured person was transported.

If an individual was transported to a medical facility, please enter the medical facility where the individual was taken. If the person is not transported, please write 96 for not applicable.

Blood Alcohol Content

BAC

If a Blood Alcohol Content (BAC) test was given, enter the results in this space for each individual. If a BAC is not applicable enter a dash (for not applicable) or U for Unknown if the test will be given.

Since BAC results aren't usually available when the Original Report is filled out, this will generally be submitted as part of a Supplemental Report.

PERSON(S) INVOLVED CODES

Person Type	Seating Position	Sex	INJURY			Transported By	Safety Equipment	Used Properly	Air Bag	Ejection	Ejection Path	Extrication
			Level	Area	Cause							

Enter the appropriate two-digit code for each of the following elements for each person involved in the crash: Person Type, Seating Position, Sex, Injury Level, Injury Area, Injury Cause, Transported By, Safety Equipment, Used Properly, Air Bag, Ejection, Ejection Path, and Extrication.

Person Type

Person Type

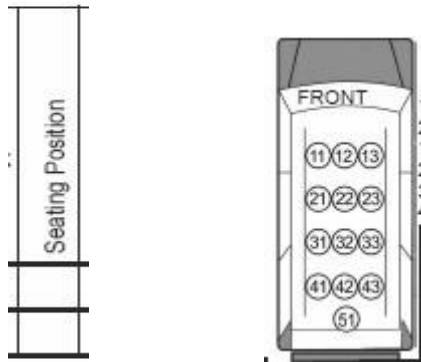
Definition: Type of person involved in a crash.

Indicate person type for each crash participant using the following codes:

01	Driver	05	Scooter/Skater
02	Passenger	97	Other*
03	Pedestrian	99	Unknown
04	Pedal cyclist		

Rationale: Need to know person type for classification purposes to evaluate specific countermeasures designed for specific people.

Seating Position



SEATING POSITION		
11 - Motorcycle Driver	50 - Sleeper Section of Cab (Truck)	57 - Right Side Driver
21 - Motorcycle Passenger	51 - Enclosed Cargo Area	60 - Non-Motorist
18 - Front Row Other	52 - Unenclosed Cargo Area	97 - Other*
28 - Second Row Other	54 - Trailing Unit	99 - Unknown
38 - Third Row Other	55 - Riding on Vehicle Exterior	
48 - Fourth Row Other	56 - Seating Position 11, Not Driver	

Definition: The location of each occupant in, on, or outside of the motor vehicle prior to the first event in the sequence of events.

Codes 11 and 57 only apply to drivers of motor vehicles. If a second person is riding on the driver's lap in the driver's seat, use code 56.

Code 60 should be used for persons not riding in or on a motor vehicle (pedestrians, scooter/skaters, pedal cyclists, etc).

Enter the appropriate two-digit code for the seating position of each person involved:

11 - Motorcycle Driver	50 - Sleeper Section of Cab (truck)	57 - Right Side Driver
21 - Motorcycle Passenger	51 - Enclosed Cargo Area	60 - Non-Motorist
18 - Front Row Other	52 - Unenclosed Cargo Area	97 - Other* (Explain in Narrative)
28 - Second Row Other	54 - Trailing Unit	99 - Unknown
38 - Third Row Other	55 - Riding on Vehicle Exterior	
48 - Fourth Row Other	56 - Seating Position 11, Not Driver	

Rationale: Without known seating position for each person in the motor vehicle, it is not possible to fully evaluate, for example, the effect of occupant protection programs.

Sex



Definition: The sex of the person involved in the crash.

Enter the appropriate two-digit code for the sex of each person involved:.

M	Male
F	Female
U	Unknown

Rationale: Necessary, for example, to evaluate the effect of sex of the person involved on occupant protection systems and motor vehicle design characteristics.

Injury Descriptions

INJURY		
Level	Area	Cause

These three sections refer to the injury a driver, vehicle occupant(s), or non-motorist(s) may have sustained in a crash.

Injury Level

Level

Definition: The injury severity level for a person involved in a crash.

1. **NO INJURY (PROPERTY DAMAGE ONLY)** – is a situation in which there is no reason to believe that any person suffered any bodily harm as a result of the motor vehicle crash. This includes confusion, excitement, anger, and internal injuries unknown to the person until after leaving the scene. Possible amendment if reported at a later date.
 2. **POSSIBLE INJURY** – Complaint of pain without visible injury.
 3. **NON-INCAPACITATING INJURY** – Any injury, other than a fatal injury or an incapacitating injury, that is evident to observers at the scene of the crash in which the injury occurred. Example: contusions (bruises), laceration, bloody nose.
 4. **INCAPACITATING INJURY** – Any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred, often defined as “needing help from the scene.”
 5. **FATAL** – Any injury that results in death within a 30-day period after the crash occurred.
- Determinations of severity are made at the scene of the crash. The only exception is when a person subsequently dies as a result of crash injuries. In these cases, a five (5) for “fatal” must be entered on the form if it has not been entered previously. Additionally, the officer should send an amended crash report form to Driver License Division.

Enter the appropriate two-digit code for the type of injury suffered by each person in the crash:

- | | | | |
|----|---------------------------|----|-----------------------|
| 01 | No Injury | 04 | Incapacitating Injury |
| 02 | Possible Injury | 05 | Fatal |
| 03 | Non-Incapacitating Injury | | |

Rationale: Necessary for injury outcome analysis and evaluation. This element is also critical in providing linkage between the crash, EMS, and hospital records.

Injury Area



Definition: The primary or most obvious area of the person's body injured during the crash.

If a person is injured in more than one body location, enter the area with the most serious injury. For example, if a person had a bloody nose and a broken arm, enter 07 for upper extremity. If a person is not injured, enter 00 do not leave the box blank.

Enter the appropriate two-digit code for the area of the body that suffered the most severe injury:

00	None	04	Chest	08	Lower Extremity
01	Head	05	Abdomen/Pelvis	99	Unknown
02	Face	06	Spine		
03	Neck	07	Upper Extremity		

Rationale: This type of information will help to distinguish between multiple injuries in the same crash and help evaluate motor vehicle design, restraint and safety equipment.

Injury Cause



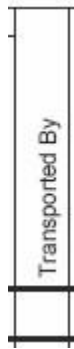
Definition: Cause of injury to the primary injury area.

Enter the appropriate two-digit code of the object which caused the injury:

00	None	04	Roof	97	Other*
01	Steering Wheel	05	Other Interior	99	Unknown
02	Dash/Windshield	06	Vehicle Exterior		
03	Airbag	07	External Object		

Rationale: Important to distinguish between multiple injuries in the same crash and help evaluate motor vehicle design, restraint and safety equipment.

Transported By



Definition: Type and identity of unit providing transport to the medical facility receiving the patient.

People with severe injuries at a crash scene may be transported by helicopter, ambulance, private vehicles, etc. Your efforts to capture all of this information are appreciated.

Enter the appropriate two-digit code for the type of emergency medical service or other agency that transported the person involved:

01	Not Transported	04	Law Enforcement	99	Unknown
02	Ambulance	05	Private Vehicle		
03	Helicopter	97	Other*		

Rationale: Important to trace victim from the scene of crash through the health care system. This element facilitates linkage of injured crash victims with Emergency Medical Services data files.

Safety Equipment



Definition: The restraint equipment in use by an occupant, or the safety equipment use by a motorcyclist or non-motorist, at the time of the crash.

Note: Enter safety equipment use also for Non Motorists (bicyclists, skaters, etc.). For example, if a skater is using helmet and pads, enter code 08 Helmet Plus Other. Pedestrians or joggers, using reflective clothing, should be coded as '97 Other*' and described in the narrative

Enter the appropriate two-digit code for the type of safety equipment for each person involved:

00	None	06	Booster Seat		
01	Lap & Shoulder Belt	07	Helmet		
02	Shoulder Belt Only	08	Helmet Plus Other		
03	Lap Belt Only	97	Other*		
04	Child Restraint - Forward Facing	99	Unknown		
05	Child Restraint - Rear Facing				

Rationale: Proper classification of the use of available occupant protection systems is used to evaluate the effectiveness of such equipment.

Used Properly

Used Properly

Used Properly refers to safety equipment in the vehicle.

Examples of improper use of safety equipment include: none used, children wearing a lap belt but with the shoulder belt under their arm or over their head; car seats that are not anchored or belted to the vehicle, and bicycle helmets that are not strapped tight.

Enter the appropriate two-digit code to indicate if the safety equipment was used properly for each person involved:

- | | |
|----|----------------|
| 01 | Yes |
| 02 | No |
| 96 | Not Applicable |
| 99 | Unknown |

Air Bag

Air Bag

Definition: Deployment status of an air bag relative to the position in the vehicle for the occupant.

Enter the appropriate two-digit code for the status of the airbag for each person involved.

- | | | | |
|----|------------------|----|------------------------|
| 00 | None | 05 | Deployed – Combination |
| 01 | Not Deployed | 06 | Deactivated |
| 02 | Deployed - Front | 07 | Missing |
| 03 | Deployed - Side | 99 | Unknown |
| 04 | Deployed - Other | | |

Rationale: Necessary to evaluate the effectiveness of air bags and other occupant protection equipment, especially at a time when air bags are becoming standard equipment.

Ejection

Ejection

Definition: Occupant completely or partially thrown from the interior of the motor vehicle, excluding motorcycles, as a result of a crash.

Note: For motorcyclists, pedal cyclists, etc. use code 96 Not Applicable rather than code 01 Ejected. Similarly for non-motorists use 96 Not Applicable rather than code 00 Not Ejected.

Enter the appropriate two-digit code for the driver and/or passenger(s) ejection:

00	Not Ejected	96	Not Applicable (motorcycle, snowmobile,
01	Totally Ejected		pedestrian, pedal cyclist, etc.)
02	Partially Ejected	99	Unknown

Rationale: Occupant protection systems prevent or mitigate ejections to various degrees. Analyses of the effectiveness of safety belts depend on information from this data element.

Ejection Path

Ejection Path

Definition: Path or area of person(s) who were ejected from vehicle.

Enter the appropriate two-digit code for the ejected individual:

	96	Not Applicable	97	Other*
01	Windshield	99	Unknown	
02	Side Window/Door			

Extrication

Extrication

Definition: Extrication refers to use of equipment or other force to remove persons from the vehicles, i.e., more than just lifting or carrying person out of wreckage.

Note: Please do not enter a code of 02 Extricated for helping a person from a vehicle. Extricated will generally require mechanical means such as a “jaws of life” or other extrication equipment.

Enter the appropriate two-digit code for the driver and/or passenger(s) regarding extrication:

01	Not Extricated		
02	Extricated	99	Unknown

NON-DRIVER PERSONS INVOLVED INFORMATION

Name

Name

Definition: The full name of the occupant and/or pedestrian and/or bicyclist.

Enter the names of the non-driver occupants and non-motorists involved in the crash in this space.

Rationale: This data element should be collected to facilitate linkage when names are available in the health and insurance files. When possible, obtain this information from the driver license.

Date of Birth (DOB)

DOB

Definition: The month, day, and year of birth of the person involved in a crash.

Indicate the date of birth. This information should be taken from identification (if present), statement or other identification received in the investigation. The date of birth shall be listed numerically mm/dd/yyyy. Example: Month 06 Date 13 Year 1960

If you do not have a date of birth put a dash in the box.

Write the date of birth of the individual using the mm/dd/yyyy format.

Rationale: Accurate reporting of date of birth is used to assess the effectiveness of occupant protection systems for specific age groups, and to identify the need for safety programs directed toward them. This element is also critical in providing linkage between the crash, EMS, and hospital records.

Age

Age

Enter the age of the person from the last birth date. Make sure the age of the person corresponds to the birth date on any identification they might have. Infants under one year of age are coded as 0. If you do not know the age, please mark “U” for unknown.

Rationale: Age is necessary to determine the effectiveness of safety countermeasures appropriate for various age groups.

Address/Phone

Address	Phone ()
---------	-----------

Make sure to fill in complete address information: street, city, state and zip code. Phone number must be complete with the area code included. It is very important for Drivers License Division to have complete address records and the phone number with area code.

Vehicle

Same as for a Driver (see above) except if the person involved in the crash is a non-motorist. Enter 0 for the vehicle number for all non-motorists. **(This is a major change from the previous form).**

Transported To

Same as for a Driver (see above)

BAC

Same as for a Driver (see above)

PERSON(S) INVOLVED

Person Type	Seating Position	Sex	INJURY			Transported By	Safety Equipment	Used Properly	Air Bag	Ejection	Ejection Path	Extraction
			Level	Area	Cause							

Enter the appropriate two-digit code for each of the following elements for each person involved in the crash: Person Type, Seating Position, Sex, Injury Level, Injury Area, Injury Cause, Transported By, Safety Equipment, Used Properly, Air Bag, Ejection, Ejection Path, and Extraction.

PERSON INVOLVED CODES

The following are all filled out the same as you would indicate for the driver:

Person Type
Seating Position
Sex
Injury Descriptions
Injury Level
Injury Area
Injury Cause
Transported By
Safety Equipment
Used Properly
Air Bag
Ejection*
Ejection Path
Extrication

Note: For motorcyclists, pedal cyclists, etc. use code 96 Not Applicable rather than code 01 Ejected.
For non-motorists use 96 Not Applicable rather than code 00 Not Ejected.

DLD#

DLD#

Driver License Division

This box is for DLD USE ONLY and contains the Driver License unique number assigned to a crash.

Diagram

DIAGRAM of CRASH ☐ NO DIAGRAM - Reason: _____

1. Officer not at scene 2. Vehicles move
3. Other _____

Indicates Direction of North

A diagram in the space provided should be completed for all crashes.

Indicates
Direction
of North

No Diagram

Reason for no diagram should be filled out only if there is not a field diagram.
Check the No Diagram Box and then write the appropriate code next to REASON

- ## Narrative of Crash

DESCRIBE WHAT HAPPENED
(Refer to Vehicle by Number) _____

[illegible]

Agency Specific Information

OFFICER'S RANK AND NAME	I.D.NO.	DEPARTMENT	CASE NUMBER	SUPERVISOR'S APPROVAL	DATE OF REPORT
PRINT					

All agencies are required to submit a reportable crash investigation form (DI-9) within 10 days following the completion of the crash investigation.

Officer's Rank and Name

OFFICER'S RANK AND NAME	I.D.NO.	DEPARTMENT
PRINT		

Print officer's name. DO NOT SIGN. Data users need to be able to read the officers name in case there is further information needed from the investigating officer.

Rationale: Important for quality control and identification purposes. The law enforcement reporting agency identifier is critical to report SAFETYNET crashes.

Case Number

If used, it is the same agency case number as entered on the front side of the DI-9.

Date of Report

DATE OF REPORT

Definition: The date (month, day, year) which the law enforcement agency officer wrote the crash report.

Write the date using the MM/DD/YYYY format.

Rationale: Useful as a surrogate for date of the crash.

SIDE TWO OVERLAY FIELDS



Graphic indicates side two of overlay

24. Visual Contributing Circumstances

24-Odd Veh.	24 Visual Contributing Circumstances	
	00 None	07 Moving Vehicle(s)
24-Even Veh.	01 Weather Condition	08 Building
	02 Physical Obstruction	09 Guardrail/Barrier
	03 Windshield or Other Window Obscured	10 Glare
	04 Trees, Crops, Bushes, Other Vegetation	11 Smoke
	05 Parked Vehicle(s)	97 Other*
	06 Signs, Billboards, etc.	99 Unknown

Definition: Apparent visual conditions which may have contributed to the crash.

If more than one condition exists, enter the code element that most directly contributed to the crash for each vehicle.

Enter the appropriate two-digit code for the visual contributing circumstances prior to the crash for each vehicle in Box 24:

00	None	07	Moving Vehicle(s)
01	Weather Condition	08	Building
02	Physical Obstruction	09	Guardrail/Barrier
03	Windshield or Other Window Obscured	10	Glare
04	Trees, Crops, Bushes, Other Vegetation	11	Smoke
05	Parked Vehicle(s)	97	Other*
06	Signs, Billboards, etc.	99	Unknown

25. Weather Condition

25	25 Weather Condition			
	01 Clear	04 Snowing	07 Fog, Smog	99 Unknown
	02 Cloudy	05 Blowing Snow	08 Severe Crosswinds	
	03 Rain	06 Sleet, Hail	09 Blowing Sand, Soil, Dirt	

Definition: The prevailing atmospheric conditions that existed at the time of the crash.

Enter the appropriate two-digit code for the weather condition at the time of the crash in Box 25:

01	Clear	05	Blowing Snow	09	Blowing Sand, Soil, Dirt
02	Cloudy	06	Sleet, Hail	99	Unknown
03	Rain	07	Fog, Smog		
04	Snowing	08	Severe Crosswinds		

Rationale: Important for management/administration and evaluation. This data is critical for prevention programs and engineering evaluations.

26. Light Condition

	26	Light Condition				
26	01	Daylight	04	Dark - Unknown Lighting	99	Unknown
	02	Dark - Lighted	05	Dawn		
	03	Dark - Not Lighted	06	Dusk		

Definition: The type/level of light that existed at the time of the motor vehicle crash.

Enter the appropriate two-digit code for the light condition at the time of the crash in Box 26:

01	Daylight	05	Dawn		
02	Dark - Lighted	06	Dusk		
03	Dark - Not Lighted	99	Unknown	04	Dark - Unknown Lighting

Rationale: This element is Important for management/administration and evaluation and is critical for prevention programs and engineering evaluations.

27. Roadway Surface Condition

27 ←	27	Roadway Surface Condition		
	01	Dry	07	Mud
	02	Wet	08	Sand, Dirt, Gravel
	03	Snow	09	Oil
	04	Slush	97	Other*
	05	Ice	99	Unknown
	06	Water (standing, moving)		

Definition: The roadway surface condition at the time and place of a crash.

Enter the appropriate two-digit code for the roadway surface condition at the time of the crash in Box 27:

01	Dry	07	Mud
02	Wet	08	Sand, Dirt, Gravel
03	Snow	09	Oil
04	Slush	97	Other*
05	Ice	99	Unknown
06	Water (standing, moving)		

Rationale: It is important to identify and correct high wet-surface crash locations and provide information for setting coefficient of pavement friction standards. This critical information is used for prevention programs and engineering evaluations.

28. Roadway/Junction Feature

28	Roadway/Junction Feature
Non-Intersection	
00	No Special Feature/Junction
01	Bridge (overpass/underpass)
02	Railroad Crossing
03	Business Drive
04	Farm/Residential Drive
05	Alley
06	Crossover in Median
07	On-Ramp Merge Area
08	Off-Ramp Diverge Area
09	On-Ramp
10	Off-Ramp
Intersection	
20	4-Leg Intersection
21	T-Intersection
22	Y-Intersection
23	5-Leg or More Intersection
24	Roundabout
25	Ramp Intersection With Crossroad
26	Bike/Ped Path Intersection
97	Other*
99	Unknown

Definition: An intersection consists of two or more roadways that intersect at the same level.

Roadway/Junction Features include: (1) all at-grade intersections; (2) connections between a driveway or alley and a roadway which is not a driveway or alley; or (3) connection between a driveway access and an alley access or Bike/Ped Path

Enter the appropriate two-digit codes to indicate roadway/junction feature where crash occurs in Box 28:

Non-Intersection

00	No Special Feature/Junction	06	Crossover in Median
01	Bridge (overpass/underpass)	07	On-Ramp Merge Area
02	Railroad Crossing	08	Off-Ramp Diverge Area
03	Business Drive	09	On-Ramp
04	Farm/Residential Drive	10	Off-Ramp
05	Alley		

Intersection

20	4-Leg Intersection	24	Roundabout
21	T-Intersection	25	Ramp Intersection With Crossroad
22	Y-Intersection	26	Bike/Ped Path Intersection
23	5-Leg or More Intersection		
97	Other*		
99	Unknown		

Rationale: Important for site-specific safety studies to identify actual or potential safety problem locations.

29. Road Jurisdiction

29	Road Jurisdiction
01	State (I, US, SR)
02	County
03	City
04	Federal (NP, BLM, FS, etc)
05	Private Property
97	Other*
99	Unknown

Definition: The owner of the road upon which the crash occurred.

Note: The Interstate and US highways are owned by the state.

Enter the appropriate two-digit code to indicate the roadway jurisdiction in Box 29:

01	State (I, US, SR)	04	Federal (NP, BLM, FS, etc)	99	Unknown
02	County	05	Private Property		
03	City	97	Other*		

Rationale: Important for analyzing crashes by type of jurisdiction

NON-MOTORIST

A non-motorist is any person other than an occupant of a motor vehicle in transport. This includes pedestrians, bicyclists, other cyclists, occupants of other motor vehicles not in transport, and occupants of transport vehicles other than motor vehicles.

30. Non-Motorist Action

30 Non-Motorist Action		
96 Not Applicable	05 Cycling	97 Other*
01 Entering or Crossing Road	06 Working	99 Unknown
02 Walking, Running, Jogging, Playing, etc.	07 Working on Vehicle	
03 Approaching or Leaving Motor Vehicle	08 Pushing Motor Vehicle	
04 Standing, Lying, Sitting	09 Alcohol/Drugs	

30 →

Definition: The action of the non-motorist prior to the crash.

If more than one condition exists, enter the one that most directly contributed to the crash.

Enter the appropriate two-digit code to indicate any non-motorist action in Box 30:

- | | |
|--|--------------------------|
| 96 Not Applicable | 06 Working |
| 01 Entering or Crossing Road | 07 Working on Vehicle |
| 02 Walking, Running, Jogging, Playing, etc | 08 Pushing Motor Vehicle |
| 03 Approaching or Leaving Motor Vehicle | 09 Alcohol/Drugs |
| 04 Standing, Lying, Sitting | 97 Other* |
| 05 Cycling | 99 Unknown |

Rationale: Needed to develop engineering, educational, and enforcement countermeasures to reduce non-motorist involvement in crashes.

31. Non-Motorist Contributing Circumstances

31 Non-Motorist Contributing Circumstances		
96 Not Applicable	05 Inattentive	
00 None	06 Failure to Obey Traffic Signs, Signals, or Officer	
01 Improper Crossing	07 Failure to Yield Right-of-Way	
02 Darting	08 In Roadway (standing, on knees, lying, etc.)	
03 Wrong Side of Road	97 Other*	
04 Not Visible	99 Unknown	

31 →

Definition: Any relevant condition of the non-motorist that is directly related to the crash.

Enter the appropriate two-digit codes to indicate any non-motorist action that contributed to the crash.

If more than one condition exists, enter the one that most directly contributed to the crash:

- | | |
|-----------------------|---|
| 96 Not Applicable | 06 Failure to Obey Traffic Signs, Signals, or |
| 00 None | Officer |
| 01 Improper Crossing | 07 Failure to Yield Right-of-Way |
| 02 Darting | 08 In Roadway (standing, on knees, lying, etc.) |
| 03 Wrong Side of Road | 97 Other* |
| 04 Not Visible | 99 Unknown |
| 05 Inattentive | |

Rationale: Important for evaluating the effect that dangerous or risky non-motorist behavior has on motor vehicle crashes.

32. Non-Motorist Location

32 Non-Motorist Location		
96 Not Applicable	08 Shoulder	97 Other*
01 Marked Crosswalk at Intersection	09 Island	99 Unknown
02 Unmarked Crosswalk at Intersection	10 Sidewalk	
03 Mid-Block Crosswalk	11 Roadside	
04 School Crosswalk at Intersection	12 Dedicated Bike Path	
05 Mid-Block School Crosswalk	13 Shared Use Path/Trail	
06 In Roadway (no crosswalk or intersection)	14 Outside Right-of-Way	
07 Median (not on shoulder)	15 Inside Building	

32

Definition: The non-motorist's location with respect to the roadway at the time of the crash.

Enter the appropriate two-digit location code for any non-motorist involved in Box 32:


96	Not Applicable	09	Island
01	Marked Crosswalk at Intersection	10	Sidewalk
02	Unmarked Crosswalk at Intersection	11	Roadside
03	Mid-Block Crosswalk	12	Dedicated Bike Path
04	School Crosswalk at Intersection	13	Shared Use Path/Trail
05	Mid-Block School Crosswalk	14	Outside Right-of-Way
06	In Roadway (no crosswalk or intersection)	15	Inside Building
07	Median (not on shoulder)	97	Other*
08	Shoulder	99	Unknown

Rationale: Used to develop engineering, educational, and enforcement countermeasures for both motorists and non-motorists to reduce non-motorist crashes. This element is needed to examine location at time of crash. Needed to evaluate the effect of existing, if any, countermeasures that have been applied.

ROADWAY INFORMATION

33. Horizontal Alignment

33	Horizontal Alignment	33
01	Straight	02 Curve
99	Unknown	



Definition: The geometric or layout and inclination characteristics of the roadway in the direction of travel for this vehicle.


Enter the appropriate two-digit codes for the horizontal alignment of the roadway at the crash location in Box 33:

- | | |
|----|----------|
| 01 | Straight |
| 02 | Curve |
| 99 | Unknown |

Rationale: Important to document the horizontal alignment and grade of the roadway as it relates to this specific vehicle involved in the crash for the purpose of evaluating vehicles that run-offroad, rollover, or are runaways. The change in horizontal direction of a roadway determined at the point of curvature (pc) and expressed in terms of direction, degree of curve and length.

34. Vertical Alignment

34	Vertical Alignment	34
01	Level	03 Hillcrest
02	Grade	04 Sag (bottom)
99	Unknown	



Definition: The geometric or layout and inclination characteristics of the roadway in the direction of travel for this vehicle.


Enter the appropriate two-digit code for vertical alignment of the roadway at the location of the crash in Box 34:

- | | | | |
|----|-----------|----|--------------|
| 01 | Level | 04 | Sag (bottom) |
| 02 | Grade | 99 | Unknown |
| 03 | Hillcrest | | |

Rationale: Important to document the vertical alignment and grade of the roadway as it relates to this specific vehicle involved in the crash for the purpose of evaluating vehicles that run-off-road, rollover, or are runaways. The inclination of a roadway, expressed in the rate of rise or fall in feet (meters) per 100 feet (meters) of horizontal distance, includes level, hillcrest, up hill, downhill, sag (bottom).

35. Pavement Type

35	Pavement Type	35
01	Concrete	04 Dirt
02	Asphalt (blacktop)	97 Other*
03	Gravel, Stone	99 Unknown



Describe the type of pavement on roadway at crash location.

Enter the appropriate two-digit code for the pavement type in Box 35:

- | | | | | | |
|----|----|--------------------|----|----|---------|
| 01 | 02 | Concrete | 04 | 97 | Dirt |
| 03 | | Asphalt (blacktop) | 99 | | Other* |
| | | Gravel, Stone | | | Unknown |

36. Location of First Harmful Event

36 Location of First Harmful Event		36 →
01 On Roadway	06 In Parking Lane or Zone	
02 Shoulder	07 Off Roadway, Location Unknown	
03 Median	08 Outside Right-of-Way	
04 Gore	99 Unknown	
05 Roadside (outside of shoulder)		

Definition: The location of the first harmful event as it relates to its position within or outside the traffic way.

Enter the appropriate two-digit code to indicate location of first harmful event in Box 36:

- | | | | |
|----|--------------------------------|----|-------------------------------|
| 01 | On Roadway | 06 | In Parking Lane or Zone |
| 02 | Shoulder | 07 | Off Roadway, Location Unknown |
| 03 | Median | 08 | Outside Right-of-Way |
| 04 | Gore | 99 | Unknown |
| 05 | Roadside (outside of shoulder) | | |

Rationale: Important to identify highway geometric deficiencies.

37. First Harmful Event

37 First Harmful Event (codes 07 - 69 only)	37 →
---	------

Definition: The first injury or damage-producing event that characterizes the crash type.

Use only codes 00, 07 – 69.

Note: 01 – 06 are not harmful. Running off of the road is not harmful – hitting the tree is harmful.

Enter the appropriate two-digit code for the First Harmful Event of the crash in Box 37:

Sequence of Events (codes 01 - 96 only) Most Harmful Event (codes 00, 07 - 69 only)		(front page, each vehicle)		37 First Harmful Event (codes 07 - 69 only)
Non-Collision:		Collision With Person, Vehicle, or Non-Fixed Object:		Collision With Fixed Object:
00 No Damage or Injury, This Vehicle		20 Motor Vehicle in Transport		40 Guardrail
01 Ran Off Road Right		21 Parked Motor Vehicle (off roadway)		41 Concrete Barrier
02 Ran Off Road Left		22 Pedestrian		42 Cable Barrier
03 Crossed Median/Centerline		23 Pedalcycle		43 Crash Cushion
04 Equipment Failure (tire, brakes, etc.)		24 Skates, Scooters, Skateboards		44 Guardrail End Section
05 Separation of Units		25 Animal - Wild		45 Concrete Sloped End Section
06 Downhill Runaway		26 Animal - Domestic		46 Cable Barrier End Section
07 Overturn/Rollover		27 Work Zone/Maintenance Equipment		47 Access Control Cable
08 Cargo/Equipment Loss or Shift		28 Freight Rail		48 Bridge Rail
09 Jackknife		29 Light Rail		49 Bridge Pier or Support
10 Fire/Explosion		30 Passenger Heavy Rail		50 Bridge Overhead Structure
11 Immersion		31 Thrown or Fallen Object		51 Traffic Sign Support
12 Fell/Jumped From Motor Vehicle		39 Other Non-Fixed Object*		52 Delineator Post
19 Other Non-Collision*				53 Other Post, Pole or Support
				54 Utility Pole/Light Support
				55 Traffic Signal Support
				56 Culvert
				57 Ditch
				58 Embankment
				59 Snow Bank
				60 Tree/Shrubbery
				61 Mailbox/Fire Hydrant
				62 Fence
				69 Other Fixed Object*
				96 Not Applicable (used only to fill unused box(es))

Overlay Rev. 11/05

Rationale: Needed for uniformity in reported motor vehicle crash statistics, understanding crash causation, and identifying possible crash avoidance countermeasures. For analytic purposes it may be desirable to collect and use information about subsequent events, some of which may be harmful.

Appendix A – State and Country Abbreviations

United States (USA)

AK, Alaska
AL, Alabama
AR, Arkansas
AZ, Arizona
CA, California
CO, Colorado
CT, Connecticut
DE, Delaware
DC, District of Columbia
FL, Florida
GA, Georgia
HI, Hawaii
IA, Iowa
ID, Idaho
IL, Illinois
IN, Indiana
KS, Kansas
KY, Kentucky
LA, Louisiana

MA, Massachusetts
MD, Maryland
ME, Maine
MI, Michigan
MN, Minnesota
MO, Missouri
MS, Mississippi
MT, Montana
NC, North Carolina
ND, North Dakota
NE, Nebraska
NH, New Hampshire
NJ, New Jersey
NM, New Mexico
NV, Nevada
NY, New York
OH, Ohio
OK, Oklahoma
OR, Oregon

United Arab Emirates, AE
Antigua and Barbuda, AI
Netherlands Antilles, AN
Antarctica, AQ
Argentina, AR
American Samoa, AM
Austria, AU,
Australia, AS
Aruba, AJ
Belgium, BG
Bahrain, BH
Bermuda, BM
Bolivia, BV
PA, Pennsylvania
RI, Rhode Island
SC, South Carolina
SD, South Dakota
TN, Tennessee
TX, Texas
UT, Utah
VA, Virginia
VT, Vermont
WA, Washington
WI, Wisconsin
WV, West Virginia
WY, Wyoming
GU, Guam
PR, Puerto Rico
VI, Virgin Islands (US)
AA, Armed Forces America
AE, Armed Forces Africa
AP, Armed Forces Pacific

MEXICO (MX)

BJ, Baja Calif (S)
YU, Yucatan
DF, Distrito Federal-Mex
CH, Chihuahua

CU, Coahuila
GP, Guadeloupe,
TA, Tamaulipas
TF, Tuamotu Archipelago

CANADA (CD)

AB, Alberta
BC, British Columbia
MB, Manitoba
NF, Newfoundland

NK, New Brunswick
NT, Northwest Territory
NS, Nova Scotia
ON, Ontario

TL, Tlaxcala VC,
Veracruz

NATIVE AMERICAN RESERVATIONS

Absentee Shawnee, EE
Apache Tribe, AX
Chipewa Turtle Mtn, UC
Comanche Nation, DP
Iowa Tribe, IW
Kickapoo Tribe, KK
Kiowa, KW
Menominee, IX
Miami Tribe, DS

Muscogee (Creek) TRI, DT
Midway Islands, MW
Osage Nation, OG
Okinawa, OI
Otoe-Missouria Tribe, OO
Oglala Sioux, OS
Oneida Tribe of Indi, OT
Pawnee Tribe, PW
Ponca Tribe, PN

PE, Prince Edward Island
PQ, Quebec
SN, Saskatchewan,
YT, Yukon Territory

Pottawa, DW
Puebla, PB
Red Lake, RL
Seminole Nation, SK
Seneca-Cayuga Tribes, DV
Shakopee, KP
Sinaloa, SI
Wichita Tribe, WT
Wyandotte Tribe, WD

OTHER COUNTRIES

Ecuador, EU
Egypt, EY
Spain, SP
Finland, FD
Fiji, FJ
France, FR
England, GB
Germany, DE
Guatemala, GT
Greece, GR
Greenland, GL

Honduras, HD
Haiti, HT
Ireland, IE
Israel, IS
India, II
Iran, IR
Iraq, IQ
Iceland, IC
Italy, IT
Jamaica, JM
Jordan, JO
Japan, JP
North Korea, KN
South Korea, KO

Kuwait, KW
Morocco, MQ,
Monaco, MC
Nicaragua, NI
Netherlands, NL,
Norway, NW,
New Zealand, NZ
Peru, PU
Philippines, PI
Saudi Arabia, SA
Singapore, SR
Sweden, SE
Switzerland, SZ
Thailand, TH

Tonga, TG
Uruguay, UY
Venezuela, VZ
Samoa,, WS
Yemen, YE
Yugoslavia, YG
El Salvador, EL
Scotland, SS
Wales, WL
Western Samoa, WS

XX, Unknown

Hong Kong, HK **OTHER COUNTRIES (con't)**

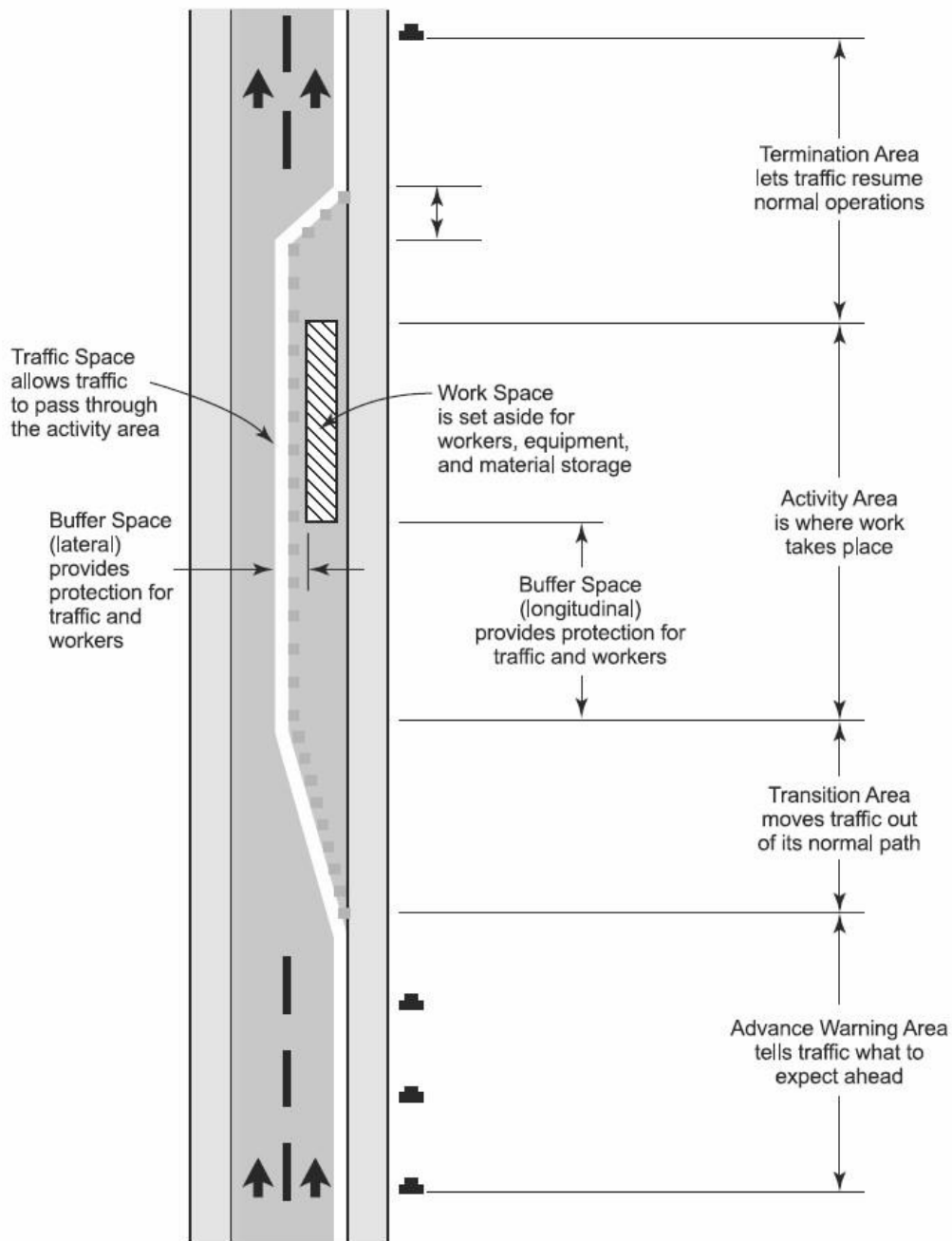
Appendix B – Vehicle Makes

NCIC Codes for Motor Vehicle Makes

ACURA	ACUR ALFA	LANCIA	LNCI
ALFA ROMEO	AMER	LAND ROVER	LNDR
AMERICAN MOTORS	ASUN	LEXUS	LEXS
ASUNA	AUDI	LINCOLN	LINC
AUDI AUSTIN	AUST	MACK	MACK
	BMW	MAZDA	MAZD
BMW BUICK	BUIC CADI	MERCEDES BENZ	MERZ
	CAP	MERCURY	MERC
CADILLAC	CHEV	MERKUR	MERK
CAPRI	CHRY	MG	MG
CHEVROLET	DAEW	MITSUBISHI	MIT
CHRYSLER	DAIH	NISSAN	NISS
DAEWOO	DODG	OLDSMOBILE	OLDS
DAIHATSU	EGIL FIAT	OPEL	OPEL
DODGE	FORD	OSHKOSH	OSHK
EAGLE	FRHT	PASSPORT	PASS
FIAT FORD	FWD	PETERBUILT	PTRB
	GEO GM	PEUGEOT	PEUG
	GMC	PLYMOUTH	PLYM
FREGHTLINER	HD	PONTIAC	PONT
FWD GEO	HINO	PORSCHE	PORS
GM	HOND	RENAULT SAAB	RENA
GMC	HYUN	SATURN	SAA
	INFI		STRN
HARLEY DAVIDSON	INTL		SSI
HINO	ISU IVEC	SSI	STRG
HONDA	JAGU JEEP	STERLING	SUBA
HYUNDAI	JENS	SUBARU	SUZI
INFINITI	KAWK	SUZUKI	TOYT
INTERNATIONAL	KW	TOYOTA	TRIU
ISUZU	KIA	TRIUMPH	VOLK
IVECO	LADA	VOLKSWAGEN	VOLV
JAGUAR		VOLVO	WHIT
JEEP		WHITE	WHGM
JENSEN		WHITEGMC	WINN
KAWASAKI		WINNEBAGO	YAMA
KENWORTH		YAMAHA	YUGO
KIA		YUGO	
LADA			

Appendix C – Work Zone Diagram

DIAGRAM OF A WORK ZONE AREA*



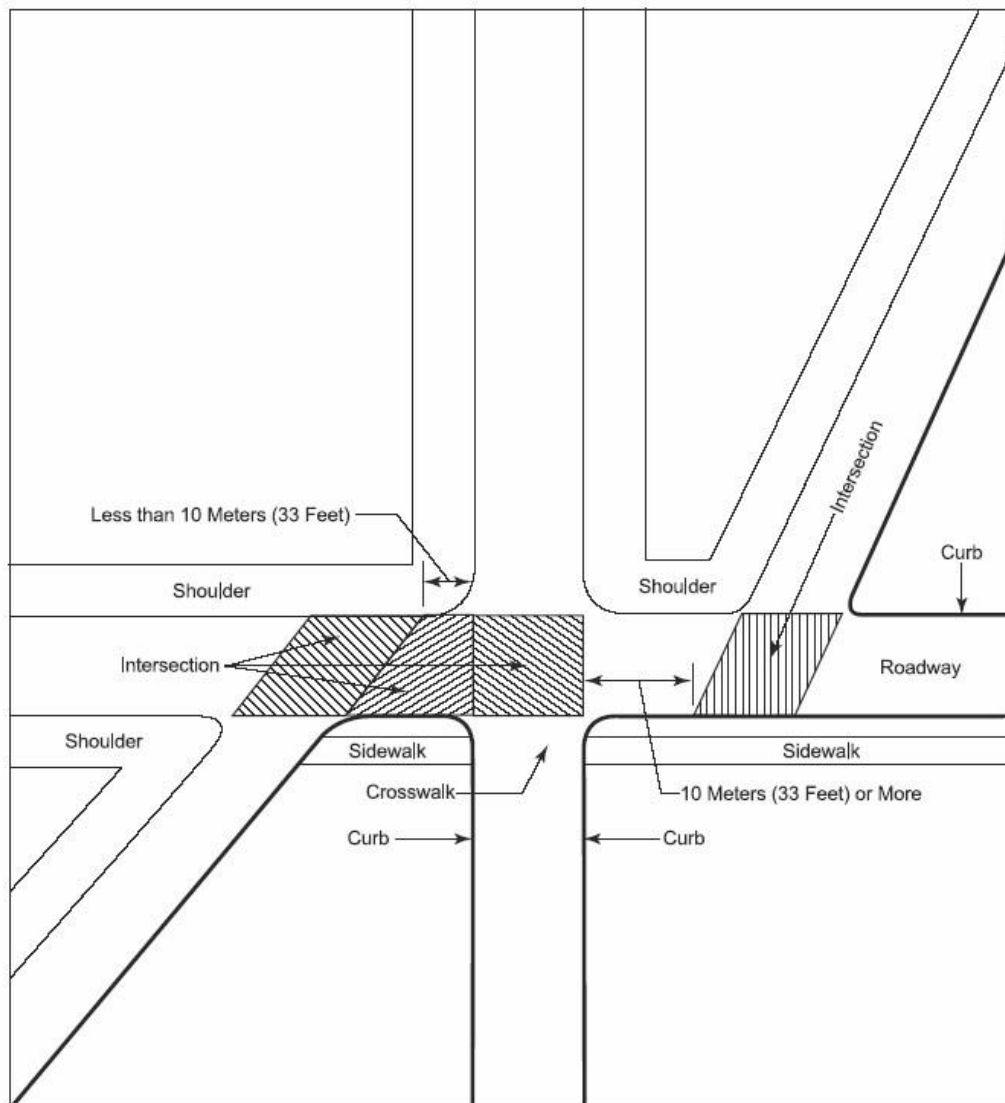
Legend:

➔ Direction of travel

*Source: FHWA.

Appendix D – Intersection Diagram

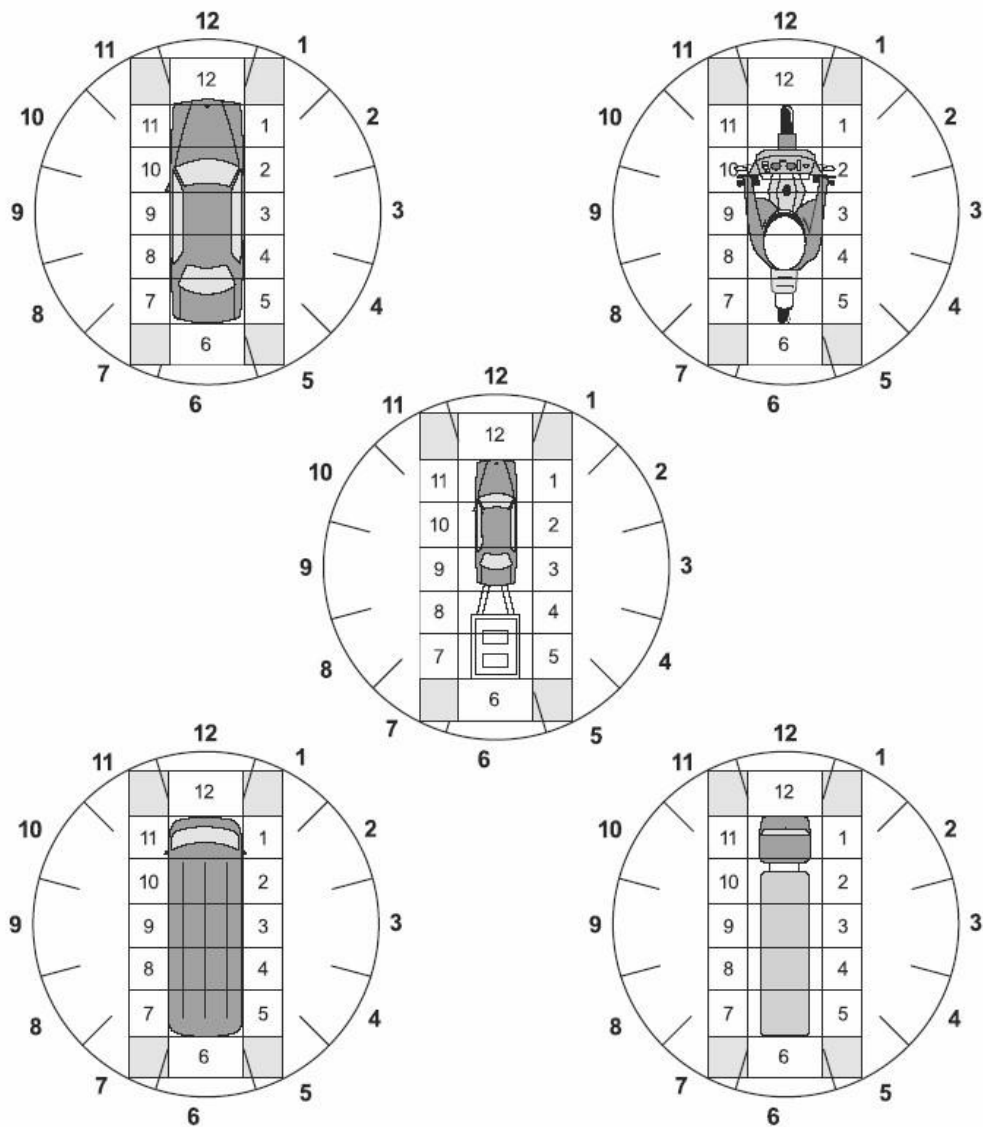
DIAGRAM OF AN INTERSECTION*



*Source: ANSI D16.1-1996 Manual on Classification of Motor Vehicle Traffic Accidents, Sixth Edition.

Appendix E – Vehicle Impact Points Diagram

CLOCKPOINT DIAGRAMS FOR DIFFERENT TYPES OF MOTOR VEHICLES*



*Source: FARS Coding Manual

Appendix F – MMUCC Terms

GLOSSARY

ACRONYMS AND MMUCC TERMINOLOGY MMUCC GUIDELINE, 2ND EDITION (2003)

ACRONYMS

AAMVA	American Association of Motor Vehicle Administrators
AAR	Association of American Railroads
AASHTO	American Association of State Highway and Transportation Officials
ANSI	American National Standards Institute
ASCE	Association of State and Community Engineers
ATSIP	Association of Traffic Safety Information Professionals
FARS	Fatality Analysis Reporting System
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GHSA	Governors Highway Safety Association
HSIS	Highway Safety Information System
IACP	International Association of Chiefs of Police
IPTM	Institute of Police Technology and Management
ITE	Institute of Transportation Engineers
LETN	Law Enforcement Training Network
MMUCC	Model Minimum Uniform Crash Criteria
NASS-CDS	National Automotive Sampling System Crashworthiness Data System
NASS-GES	National Automotive Sampling System General Estimates System
NCIC	National Crime Information Center
NCSA	National Center for Statistics and Analysis
NHTSA	National Highway Traffic Safety Administration
PDO	Property Damage Only
SAE	Society of Automotive Engineers
TEA21	Transportation Equity Act for the 21st Century
TraCS	Traffic and Criminal Software
TRCC	Traffic Records Coordinating Committee
US DOT	United States Department of Transportation

Appendix G – FMCSA Reporting

Truck and Bus Crashes Reportable to FMCSA		
REPORT A TRAFFIC CRASH IF IT INVOLVES...		
<p><u>Any truck</u> that has a gross vehicle weight rating (GVWR) of more than 10,000 pounds or a gross combination weight rating (GCWR) of more than 10,000 pounds used on public highways</p>	OR	<p><u>Any motor vehicle</u> with seating to transport nine (9) or more people, including the driver's seat</p>
		OR
		<p><u>Any motor vehicle</u> displaying a hazardous materials placard (regardless of weight)</p>
...AND RESULTS IN		
<p>A fatality: <u>any</u> person(s) killed in or outside of <u>any</u> vehicle (truck, bus, car, etc.) involved in the crash or who dies within 30 days of the crash as a result of an injury sustained in the crash</p>	OR	<p>An injury: <u>any</u> person(s) injured as a result of the crash who immediately receives medical treatment away from the crash scene</p>
		OR
		<p>A tow-away: <u>any</u> motor vehicle (truck, bus, car, etc.) disabled as a result of the crash and transported away from the scene by a tow truck or other vehicle</p>
Revised 08/05		
Federal Motor Carrier Safety Administration		 U.S. Department of Transportation www.fmcsa.dot.gov

Crashes involving commercial motor vehicles and some non-commercial motor vehicles must be reported on a State's crash report and to the FMCSA. A commercial motor vehicle is any motor vehicle that is used on a trafficway for the transportation of goods, property, or people in interstate or intrastate commerce.

INCLUDED:

Here are some examples of commercial and non-commercial operations that, when involved in a crash, should be included if they meet the criteria on the front of this card.

Examples:

1. A trucking company or individual owner/operator hauling the goods of a business for a fee.
2. A manufacturing company hauling its own products to retail stores, or a retail store delivering products to its buyers.
3. A farm hauling its produce to market.
4. A motorcoach, airport shuttle, or hotel-owned shuttle bus or limousine service transporting passengers.
5. A government-owned truck or bus.
6. A school bus transporting students to/ from school or school-related activities.
7. A rented or leased truck used to transport either commercial or personal goods.
8. A truck or truck tractor owned and operated for commerce being used for a personal trip or to transport personal goods.











EXCLUDED:

Here are some examples of non-commercial operations that, when involved in a crash, should not be included.



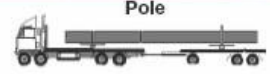





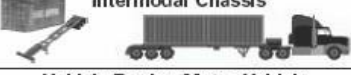


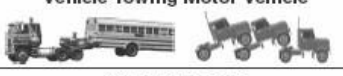




Examples:

1. A non-commercial horse owner transporting hay bales from his pasture on one side of the road to his stables on the other side of the road in a truck with a GVWR greater than 10,000 pounds.
2. A homeowner carrying recyclables to a drop-off point in a personally owned pickup truck with a GVWR greater than 10,000 pounds.
3. A family of 10 persons taking a trip in the family's 12-person van.
4. A personally owned pickup truck hauling a boat, horse or utility trailer with a GCWR greater than 10,000 pounds not operating in commerce or as part of a business.
5. A family operating a personally owned and registered recreational vehicle or motor home.

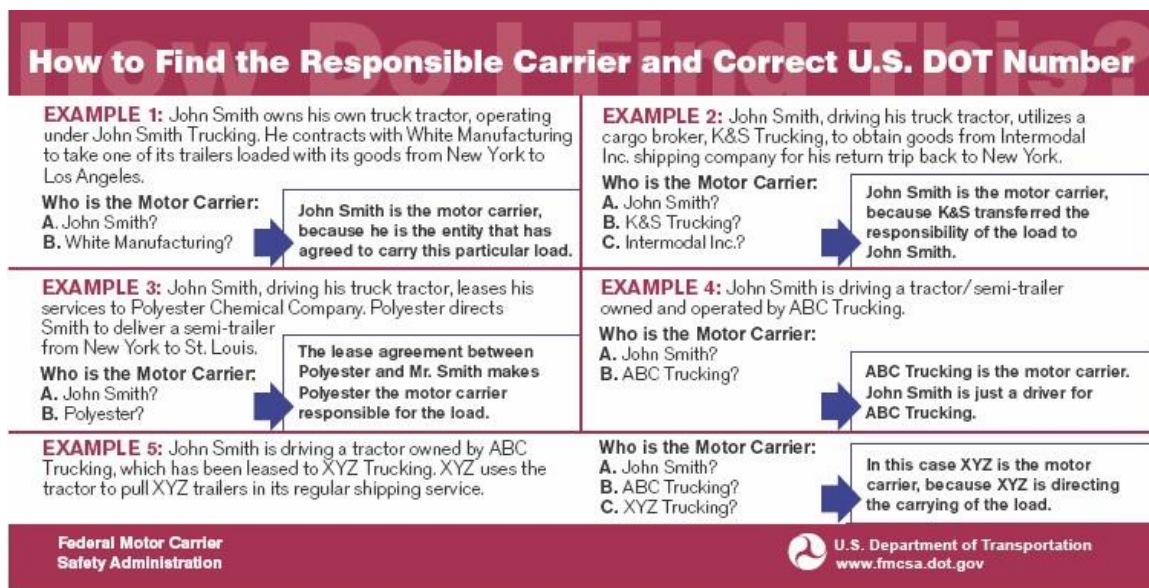
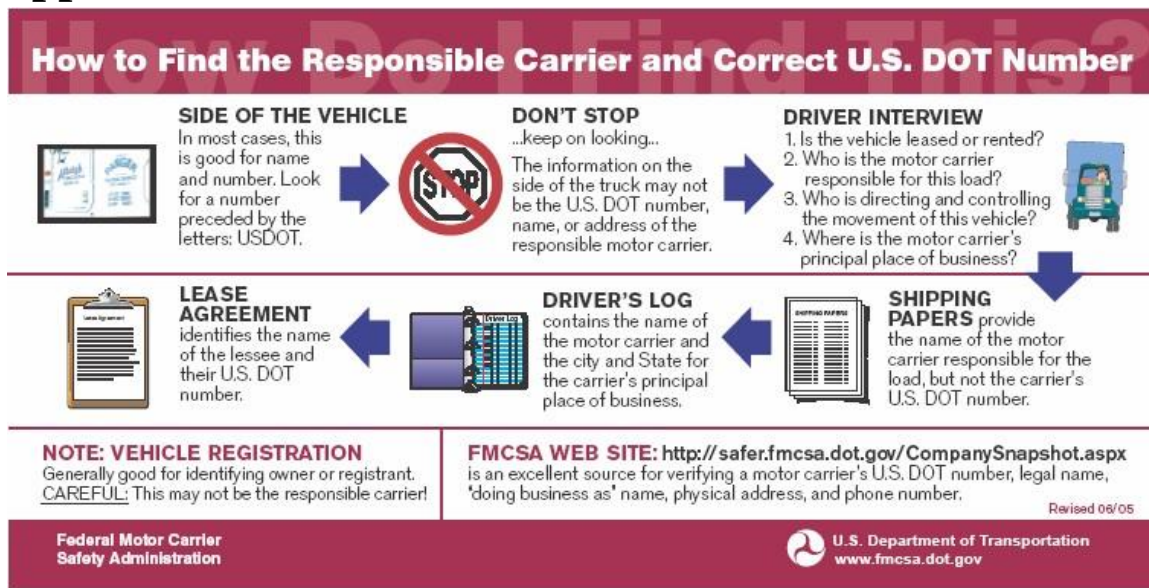
Appendix H – Motor Carrier Vehicle Configuration

Vehicle Configuration	
Bus (9-15 Seats, Including Driver) 	Truck/Trailer (Single-Unit Truck Pulling a Trailer) 
Bus (16 or More Seats, Including Driver) 	Truck Tractor (Bobtail) 
Single-Unit (2 Axles, 6 Tires) 	Tractor/Semi Trailer (One Trailer) 
Single-Unit (3 or More Axles) 	Truck Tractor/Double (Two Trailers) 
	Truck Tractor/Triple (Three Trailers) 
Federal Motor Carrier Safety Administration  U.S. Department of Transportation www.fmcsa.dot.gov	

Appendix I – Motor Carrier Cargo Body Type

Cargo Body Type		
Bus (9-15 Seats, Including Driver) 	Dump 	Pole 
Bus (16 or More Seats, Including Driver) 	Concrete Mixer 	Log 
Van/Enclosed Box 	Auto Transporter 	Intermodal Chassis 
Cargo Tank 	Garbage/Refuse 	Vehicle Towing Motor Vehicle 
Flat Bed 	Grain, Chips, Gravel 	No Cargo Body 
Federal Motor Carrier Safety Administration  U.S. Department of Transportation www.fmcsa.dot.gov		

Appendix J – Carrier and U.S. Dot Number



Appendix K – Hazardous Materials Information

Nine Classes of Hazardous Materials

Class 1: Explosives Divisions: 1.1, 1.2, 1.3, 1.4, 1.5, 1.6 	Class 2: Gases Divisions: 2.1, 2.2, 2.3 	Class 3: Flammable Liquid and Combustible Liquid 	Class 4: Flammable Solid, Spontaneously Combustible, and Dangerous When Wet Divisions 4.1, 4.2, 4.3 	Class 5: Oxidizer and Organic Peroxide Divisions 5.1, 5.2
Class 6: Poison (Toxic) and Poison Inhalation Hazard 	Class 7: Radioactive 	Class 8: Corrosive 	Class 9: Miscellaneous 	Dangerous

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Federal Motor Carrier
Safety Administration

U.S. Department of Transportation
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Reporting Hazardous Materials Information

ACCURATE REPORTING SAVES LIVES




Data you collect is used to calculate risk assessment, determine response methods, and develop regulations. Vehicles carrying hazardous materials are required to carry shipping papers containing the HM Class and ID number (or name). Your Accident or Collision Report/Supplement may ask the following hazardous materials questions (exact wording will vary by State):

<p>1. DOES THE VEHICLE HAVE A HAZARDOUS MATERIALS PLACARD? YES <input type="radio"/> NO <input type="radio"/></p> <p>Placards should be on all four sides of the vehicle. For containers with bulk packages inside, if the required ID# marking is not visible, the transport vehicle must be marked on each side and each end.</p> <p style="text-align: right;"><i>Some Common Placards</i></p>	<p>2. ENTER THE FOUR-DIGIT NUMBER (OR NAME) FROM THE PLACARD <u>1 9 9 3</u></p> <p>The four-digit number may be on an orange panel or a white "square-on-point" panel. If no four-digit number appears on the placard, enter the Placard Name.</p>
<p>3. ENTER THE HAZARDOUS MATERIALS CLASS NUMBER FROM THE BOTTOM OF THE PLACARD <u>3</u></p> <p>The Class Number can be a one- or two-digit number with a decimal in the middle. <u>5.1</u> It is critical for identifying and studying various types of hazardous materials involved in traffic crashes.</p>	<p>4. WAS HAZARDOUS CARGO RELEASED? YES <input type="radio"/> NO <input type="radio"/></p> <p>The intent of this question is to determine whether any of the <u>placarded material</u> was released or escaped from its transport container into the environment. Fuel or oil carried by the vehicle for its own use is NOT considered cargo and should not be reported in this section.</p>

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Appendix L – Commercial Driver’s License Information (CDL)

Commercial Driver’s License(CDL)		
Commercial Motor Vehicle Groups		
<p>Group A (Combination Vehicle) Any combination of vehicles with a gross combination weight rating (GCWR) of 26,001 pounds or more provided the GVWR of the vehicle(s) being towed is in excess of 10,000 pounds.</p> 	<p>Group B (Heavy Straight Vehicle) Any single vehicle with a GVWR of 26,001 pounds or more, or any such vehicle towing a vehicle not in excess of 10,000 pounds GVWR.</p> 	<p>Group C (Small Vehicle) Any single vehicle or combination of vehicles, that meets neither the definition of Group A nor Group B, but is designed to transport 16 or more passengers including the driver, or is used in the transportation of materials found to be hazardous which require the motor vehicle to be placarded. This includes any quantity of chemical or biological material or agent posing a threat to national security, including toxins.</p> 

Commercial Driver’s License(CDL)		
CDL Endorsements		
<p>Double/Triple Trailers (T)</p> 	<p>Passenger Vehicles (P)</p> 	<p>Tank Vehicles (N)</p> 
<p>Hazardous Materials (H) (any size vehicle)</p> 	<p>School Buses (S)</p> 	<p>Tank & Hazardous Materials (X)</p> 

GLOSSARY

DEFINITIONS OF TERMS:

ACCELERATION LANE - A speed-change lane for the purpose of enabling a vehicle entering a roadway to increase its speed to a rate at which it can safely merge with through traffic, providing necessary merging distance, and giving the main roadway traffic necessary time and distance to make appropriate adjustments.

ALLEY - A street or highway intended to provide access to the rear or side of lots or buildings in urban districts and not intended for the purpose of through vehicular traffic.

AMBULANCE - See AUTHORIZED EMERGENCY VEHICLE.

ARTERIAL STREET - Any United States or state-numbered route, controlled-access highway, or other major radial or circumferential street or highway designated by local authorities within their respective jurisdictions as part of a major arterial systems of streets or highways.

ASPHALT/BLACKTOP - A road paved with a mixture of gravel and a dark colored, solid bituminous substance.

AUTHORIZED EMERGENCY VEHICLE - Vehicles of a fire department, police vehicles, and such ambulances and such other publicly or privately owned vehicles as are designated by the Commissioner of Public Safety.

BICYCLE - Every device propelled by human power upon which any person may ride, having two tandem wheels, either of which is more than 12 inches in diameter.

BICYCLIST - Anyone riding a bicycle, tricycle, unicycle, or in any trailers or sidecars attached to a bicycle.

BUS (MOTOR COACH) - Every motor vehicle designed for carrying more than 16 passengers (including the driver) and used for the transportation of persons; every motor vehicle, other than a taxicab, designed and used for the transportation of persons for compensation.

CANCELLATION - The termination by the Division of a license issued through error or fraud or for which consent under Section 53-3-211 has been withdrawn.

CENTERLINE - A line indicating the division of the roadway between traffic traveling in opposite directions.

COMMERCIAL DRIVER - Every person who is employed by another for the principal purpose of driving a motor vehicle; every person who drives a school bus transporting school children or nursery school children; or any motor vehicle when in use for the transportation of persons or property for compensation; and every person who is employed by another for the principal purpose of driving a motor vehicle, operating any motor vehicle or combination of vehicles having a combined gross laden weight in excess of 10,000 pounds.

COLLISION CRASH - Any crash involving a motor vehicle in transport, in which the motor vehicle, its load, its parts, or objects set in motion by the motor vehicle, collide with other things, such as other motor vehicles, railway trains, other road vehicles, pedestrians, animals or objects fixed, movable or moving.

CONTROLLED-ACCESS HIGHWAY - Every highway, street, or roadway in respect to which owners or occupants of abutting lands and other persons have no legal right of access to or from the same except at such points only and in such manner as may be determined by the public authority having jurisdiction over such highway, street or roadway.

CRASH - An event involving a motor vehicle that produces injury or damage.

CROSSWALK - (a) That part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or, in the absence of curbs, from the edges of the traversable roadway; and in the absence of a sidewalk on one side of the roadway, that part of a roadway included within the extension of the lateral lines of the existing sidewalk at right angles to the centerline; or, (b) Any portion of a roadway at an intersection or elsewhere distinctly indicated for pedestrian crossing by lines or other markings on the surface.

CURB - A vertical or sloping member, generally along and defining the edge of a roadway.

DECELERATION LANE - A speed-change lane for the purpose of enabling a vehicle that is to make an exit turn from a roadway to slow to the safe speed after it has left the main stream of faster-moving traffic.

DENIAL - The withdrawal of a driving privilege by the Division to which the provisions of Title 41-12a-IV, Proof of Owner's or Operator's Security, do not apply.

DEPARTMENT - The Department of Public Safety.

DISQUALIFICATION - The suspension, revocation, cancellation, denial, or any other withdrawal by a state of person's privileges to drive a commercial motor vehicle.

DIVIDED HIGHWAY - A highway divided into two or more roadways by leaving an intervening space or by a physical barrier or by a clearly indicated dividing section so constructed as to impede vehicular traffic.

DRIVER - Any person who drives or is in actual physical control of a vehicle.

DRIVER EDUCATION - All learning experiences provided by a school for the purpose of helping students to learn to use motor vehicles safely and efficiently.

EMERGENCY VEHICLE - See AUTHORIZED EMERGENCY VEHICLE.

EMS - An acronym for Emergency Medical Service.

EXPLOSIVES - Any chemical compound or mechanical mixture that is commonly used or intended for the purpose of producing an explosion and which contains any oxidizing and combustive units or other ingredients in such proportions, quantities or packing that an ignition by fire, by friction, by concussion, by percussion or by detonator of any part of the compound or mixture may cause a sudden generation of highly heated gases that the resultant gaseous pressures are capable of producing destructible effects on contiguous objects or of destroying life or limb.

FARM TRACTOR - Every motor vehicle designed and used primarily as a farm implement, for drawing plows, mowing machines, and other implements of husbandry.

FATAL INJURY - Any injury that results in death within thirty (30) days of the motor vehicle traffic crash.

FIXED OBJECT - Any stationary object in the roadway or immediately adjacent to the roadway such as a curb, bridge railing, traffic sign, fallen tree, or any object intentionally placed for an official purpose, such as traffic barricades, construction materials or similar objects.

FRONTAGE ROAD - A roadway contiguous to and generally paralleling an expressway, freeway, parkway, or through street so designed as to intercept, collect and distribute traffic desiring to cross, enter, or leave such facility and to furnish access to property which otherwise would be isolated as a result of the controlled access features.

HAZARDOUS MATERIALS - Any substance or material which has been determined by the U.S. Secretary of Transportation to be capable of posing an unreasonable risk to health, safety, and property when transported in commerce and which has been so designed under regulations of the US DOT. Includes any caustic, flammable, explosive, or any combination of these types of materials, in any solid, liquid, or gaseous form. See Section 109, 49 App. USC 1801.

HIGHWAY - The entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel.

HIT AND RUN - Crashes where the vehicle, or the driver of the vehicle, in transport is a contact vehicle in the crash, and departs the scene without stopping to render aid. Leaving the scene of a crash without giving proper identification or notification.

INCAPACITATING INJURY - Any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred. Often defined as “needing help from the scene.”

INJURY - Any usually detectable bodily harm received by any person in a motor vehicle traffic crash.

INTERCHANGE - A system of interconnecting roadways in conjunction with one or more grade separations, providing for the movement of traffic between two or more roadways on different levels.

INTERSECTION - (a) The area embraced within the prolongation or connection of the lateral curb lines, or if none, then the lateral boundary lines of the roadways of two highways which join one another at, or approximately at, right angles, or the area within which vehicles traveling upon different highways joining at any other angle come in conflict; (b) where a highway includes two roadways 30 feet or more apart, then every crossing of each roadway of such divided highway by an intersecting highway shall be regarded as a separate intersection. In the event such intersecting highway also includes two roadways 30 feet or more apart, then every crossing of two roadways or such highways shall be regarded as a separate intersection; (c) the junction of an alley with a street or highway shall not constitute an intersection.

INTERSECTION CRASH - Any motor vehicle traffic crash in which the initial impact occurs within the limits of an intersection.

INTERSECTION RELATED CRASH - Any motor vehicle traffic crash that occurs on the approach to or exit from an intersection which results from an activity, behavior, or control affecting motor vehicle movement through the intersection which, in turn, affects motor vehicles on the approach to or exit from the intersection. If it cannot be clearly established that a crash is intersection related, assume that the crash is not intersection related.

IN TRANSPORT-

The state of condition of a vehicle when it is in use primarily for moving persons or property (including the vehicle itself) from one place to another and is:

- in motion (Motor vehicle in traffic on a highway)
- in readiness for motion; or
- on a roadway, and not parked in a designated parking area.
- in motion or within the portion of a transport way ordinarily used by similar transport vehicles.

In Transport May Also Include:

- Driverless motor vehicle in motion
- Motionless motor vehicle abandoned on a roadway
- parked motor vehicle in transport during periods when parking is forbidden (Disabled motor vehicle on a roadway)

In roadway lanes used for travel during rush hours and parking during off-peak periods,

ISLAND, CHANNELIZING - A traffic island located in a roadway area to control and direct specific movements of traffic to definite channels.

ISLAND [TRAFFIC ISLAND] - An area within a roadway from which vehicular traffic is intended to be excluded, together with any area at the approach thereto occupied by signs or warning devices.

JURISDICTION - The area or range of judicial or other authority.

LANED ROADWAY - A roadway which is divided into two or more clearly marked lanes for vehicular traffic.

LOCAL AUTHORITIES - Every county, municipal, and other local board or body having authority to enact laws relating to traffic under the constitution and laws of the state.

MAKE [VEHICLE] - A distinctive name, applied to a group of vehicles from one manufacturer, which may be further subdivided into car line or body type, such as: Chevrolet, Ford, Porsche, etc.

MEDIAN - The portion of a divided highway separating the traveled ways for traffic in opposite direction.

MODEL [CAR LINE] - A name denoting a family of vehicles within a make which has a degree of commonality in construction, such as body, chassis, etc.

MODEL YEAR - A year designation used by the vehicle manufacturer for marketing (not necessarily the year of manufacture.)

MOPED - A bicycle that is equipped with a motor that has a capacity of less than 50 cubic centimeters piston displacement, or rated less than one brake horsepower. For the purpose of completing a motor vehicle crash report, a moped will be considered a motor vehicle.

MOTORCYCLE - Every motor vehicle, other than a tractor, having a seat or saddle for the use of the rider and designed to travel on not more than three wheels.

MOTOR-DRIVENCYCLE - Every motorcycle, including every motor scooter, with a motor which produces no more than five horsepower, and every bicycle with motor attached.

MOTOR VEHICLE - Every vehicle which is self-propelled and every vehicle which is propelled by electric power obtained from overhead trolley wires, but not operated upon rails.

MOTOR VEHICLE CRASH - A crash involving a motor vehicle in transport, but not involving aircraft or watercraft.

MOTOR VEHICLE TRAFFIC CRASH - Any motor vehicle crash that occurs on a traffic way or that occurs after the motor vehicle runs off a roadway but before events are stabilized. For a crash to have occurred, either property damage (to a motor vehicle or other property) or injury must have resulted.

NO INJURY (DAMAGE ONLY) – is a situation in which there is no reason to believe that any person suffered any bodily harm as a result of the motor vehicle crash. This includes confusion, excitement, anger, and internal injuries unknown to the person until after leaving the scene.– is a situation in which there is no reason to believe that any person suffered any bodily harm as a result of the motor vehicle crash. This includes confusion, excitement, anger, and internal injuries unknown to the person until after leaving the scene.

NON-INCAPACITATING INJURY - Any injury, other than a fatal injury or an incapacitating injury, which is evident to observers at the scene of the crash in which the injury occurred. Example: contusions (bruises), laceration, bloody nose.

NON-INTERSECTION CRASH -A motor vehicle crash that is not an intersection crash, or intersection-related crash.

NON-VEHICLE DAMAGE - Damage to property other than motor vehicle, if there is no damage to a motor vehicle in the crash.

OCCUPANT [OF VEHICLE] - A driver, passenger, or other rider in or on a vehicle.

ODOMETER - An instrument for measuring the distance passed over, or traveled, as by an automobile.

OFFICIAL TRAFFIC-CONTROL DEVICES - All signs, signals, markings and devices not inconsistent with the law of the Utah Code Annotated placed or erected by authority of a public body or official having jurisdiction, for the purpose of regulating, warning or guiding traffic.

OPERATOR - Every person who is in actual physical control of a motor vehicle upon a highway.

OTHER ROAD VEHICLE- Any device, except motor vehicle and pedestrian conveyance (and pedal-cycle) in, upon, or by which any person or property may be transported upon a land way or place, such as a traffic way. Includes: animal drawn vehicle (any type); animal harnessed to a conveyance; animal carrying a person; and street car.

OVERTAKING - To be in the act of passing another vehicle.

OVERTURN - To turn on (its) side, front, or top. A vehicle's final resting place may be upright even though it overturned.

OWNER - A person having the property in or title to a vehicle. The term includes a person entitled to the use and possession of a vehicle subject to a security interest in another person, but excludes a lessee under a lease not intended as security.

PARK OR PARKING - The standing of a vehicle, whether occupied or not, other than temporarily for the purpose of and while actually engaged in loading or unloading property or passengers.

PEDESTRIAN - Any person afoot.

PEDESTRIAN CONVEYANCE - Any human powered device by which a pedestrian may move or be moved by another pedestrian, other than by pedaling. This includes, but is not limited to: baby carriage, coaster wagon, skates, wheelchair, sled.

PEDAL CYCLE - A vehicle which is operated solely by pedals, and propelled by human power. Pedal cycle includes, but is not limited to: bicycle (any size), tricycle, unicycle, pedaloperated four-wheeler, and any sidecar or trailer attached to any of these devices.

PNEUMATIC TIRE - Every tire in which compressed air is designed to support the load.

POLE TRAILER - Every vehicle without, motive power designed to be drawn by another vehicle and attached to the towing vehicle by means of a reach, or pole, or by being boomed or otherwise secured to the towing vehicle and ordinarily used for transporting long or irregular shaped loads such as poles, pipes or structural members capable, generally of sustaining themselves as beams between the supporting connections.

POLICE OFFICER - Every officer authorized to direct or regulate traffic or to make arrests for violations of traffic regulations.

POSSIBLE INJURY - Complaint of pain without visible injury.

PRIVATE ROAD TO DRIVEWAY- Every way or place in private ownership and used for vehicular travel by the owner and those having express or implied permission from the owner, but not by other persons.

RAILROAD - A carrier of persons or property upon cars, operated upon stationary rails.

RAILROAD SIGN OR SIGNAL- Any sign, signal or device erected by authority of a public body or official or by a railroad and intended to give you notice of the presence of railroad tracks or the approach of a railroad train.

RAILROAD TRAIN - A steam engine, electric or other motor, with or without cars coupled thereto, operated upon rails.

RAMP - An inclined section of way over which traffic passes for the primary purpose of ascending or descending so as to make connections with other ways. Also, an interconnecting roadway of a traffic interchange, or any connection between highway facilities of different levels, on which vehicles may enter or leave a designated highway.

REGISTRATION - The certificate issued with correspondingly numbered plates and displaying information identifying the owner and describing the vehicle.

REVOCATION - The licensee's privilege to drive a motor vehicle is terminated.

RIGHT OF WAY - The right of one vehicle or pedestrian to proceed in a lawful manner in preference to another vehicle or pedestrian approaching under such circumstances of direction, speed and proximity as to give rise to danger of collision unless one grants precedent to the other.

ROAD - That part of the traffic way which includes both the roadway and any shoulder alongside the roadway.

ROADWAY - That part of the traffic way designed, improved, and ordinarily used for vehicular traffic. In the event that the traffic way includes two or more separate roadways, the term "roadways" refers to any such roadway separately, but not to all such roadways collectively. The roadway does not include any shoulder that may exist nor any other area not intended for regular vehicle travel.

RURAL AREA - For the purpose of this manual, a rural area is defined as any area *not* within the boundaries of a city, town, or established community that is shown on the official state map.

SCHOOL BUS - Every motor vehicle owned by a public or governmental agency and operated for the transportation of children to or from school or privately owned and operated for compensation for the transportation of children to or from school.

SEMITRAILER - Every vehicle without motive power, other than a pole trailer, designed for carrying persons or property and for being drawn by a motor vehicle and so constructed that some part of its weight and that of its load rests upon or is carried by another vehicle.

SHOULDER - That portion of the road contiguous with the roadway for accommodation of stopped vehicles, for emergency use, and for lateral support of the roadway structure. The line between the roadway and the shoulder may be a painted edge line" a change in surface color or material, or a curb.

SIDEWALK - That portion of a street between the curb lines, or the lateral lines of a roadway, and the adjacent property lines, intended for use by pedestrians.

SKIDMARKS - Marks left on the road by tires that are not free to rotate usually because brakes are applied strongly enough to lock the wheels.

SPUR - A segment of roadway connecting two roadways at the same grade or level. Spurs are used to connect roadways which do not interchange. (See INTERCHANGE and RAMP.)

STREET OR HIGHWAY - The entire width between property lines of every way or place of whatever nature when any part thereof is open to the use of the public, as a matter of right, for purposes of vehicular traffic.

SUSPENSION - The licensee's privilege to drive a vehicle is temporarily withdrawn.

TAR & CHIP - A road paved by applying and compacting successive layers of broken stones and tar.

TRAFFIC - Pedestrians, ridden or herded animals, vehicles, streetcars, and other conveyances, either singularly or together while using any highway for purposes of travel.

TRAFFIC CONTROL SIGNAL - Any device, whether manually, electrically, or mechanically operated, by which symbolic information is communicated to drivers for the purposes of traffic control.

TRAFFIC LANE - A strip of roadway intended to accommodate the forward movement of a single lane of vehicles.

TRAFFIC WAY - The entire width between property lines, or other boundary lines, of every way or place, of which any part is open to the public for purposes of vehicular travel as a matter of right or custom.

TRAILER - Every vehicle with or without motive power, other than a pole trailer, designed for carrying persons or property and for being drawn by a motor vehicle and so constructed that no part of its weight rests upon the towing vehicle. (see POLE TRAILER and SEMITRAILER.)

TRUCK - Every motor vehicle designed, used or maintained for the transportation of property.

TRUCK TRACTOR - every motor vehicle designed and used primarily for drawing other vehicles and not so constructed as to carry a load other than a part of the weight of the vehicle and load so drawn.

UNDERCARRIAGE - The supporting framework underneath a vehicle.

UNDER THE INFLUENCE [INTOXICATING LIQUOR] - Drinking to the extent of affecting one's judgment and discretion or affecting one's nervous system to the extent that there is a failure of normal coordination, although not amounting to intoxication.

VEHICLE - every device in, upon, or by which any person or property is or may be transported or drawn upon a highway, except devices moved by human power or used exclusively upon stationary rails or tracks.

WORK ZONE - Work zone locations includes collision and non-collision crashes occurring within the signs or markings indicating a work zone or occurring on approach to, within the signs or markings indicating a work zone or occurring on approach to, exiting from or adjacent to work zones that are related to the work zone. Excludes single-vehicle crashes involving working vehicles not located in trafficway.

WORK ZONE CRASH - A Work Zone Crash is a traffic crash in which the first harmful event occurs within the boundaries of a work zone or on an approach to or exit from a work zone, resulting from an activity, behavior or control related to the movement of the traffic units through

the work zone. Includes collision and non-collision crashes occurring within the signs or markings indicating a work zone or occurring on approach to, exiting from or adjacent to work zones that are related to the work zone. or example: 1) An automobile on the roadway loses control within a work zone due to a shift or reduction in the travel lanes and crashes into another vehicle in the work zone; 2) A van in an open travel lane strikes a highway worker in the work zone; 3) A highway construction vehicle working on the edge of the roadway is struck by a motor vehicle in transport in a construction zone; 4) A rear-end collision crash occurs before the signs or markings indicating a work zone due to vehicles slowing or stopped on the roadway because of the work zone activity; 5) transport loses control in an open travel lane within a work zone due to a shift or reduction in the travel lanes and crashes into another vehicle which exited the work zone; 6) A tractor-trailer approaching an intersection where the other roadway has a work zone strikes a pedestrian outside the work zone because of lack of visibility caused by the work zone equipment. involving working vehicles not located in traffic way. For example: maintenance truck strikes a highway worker inside the work site; 2) A utility worker repairing the electrical lines over the traffic way falls from the bucket of a cherry picker.

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